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No. 148, 13th YEAR, OCTOBER, 1966

Published first Thursday of the month

Price Sixpence

LAUNCH OF FIRST POLARIS SUBMARINE

BRITAIN'S NEW 'GRAND FLEET'

**24 pages
for first
time**

For the first time, "Navy News" appears this month at 24-page size, packed with news, pictures and features reflecting life in the Service today.

The additional paging has been made possible by the increasing interest of advertisers in the selling potential of this publication, which is read in every ship and establishment, and by the wives and families.

Queen Elizabeth the Queen Mother, at Barrow-in-Furness on September 15, launched Britain's first Polaris submarine, H.M.S. Resolution. Many of those attending saw for the first time the giant black cigar-shaped hull, twice the size of Dreadnought.

She is due to commission next autumn, and will be fully operational in the middle of 1968.

The Flag Officer Submarines, Rear-Admiral I. L. M. McGeoch, said that the Royal Navy's Polaris force of four submarines was the successor of the Grand Fleet of the First World War.

In the rapid state of evolution of the submarine, we were entering an era of underwater cruiser warfare.

The nuclear submarine, able to roam the seas and cover immense distances, could attack, shadow, or disappear at will. It could escort a convoy or act independently.

At a Press conference before the launch, Admiral McGeoch said: "Submarines like this are

the ultimate guarantee against the destruction of Britain.

"They cannot be knocked out by sudden attack, so there is no need to get in the first blow. This means minimum risk of creating nuclear strife, and the maximum chance of preventing it."

Mr. J. P. W. Mallalieu, Minister of Defence for the Navy, said that whatever new types of surface ship emerged from studies on the future of the Service, it was already clear that the submarine fleet would form a most important part of the new Navy, representing the newest advances in so many fields of development, design, and naval capability

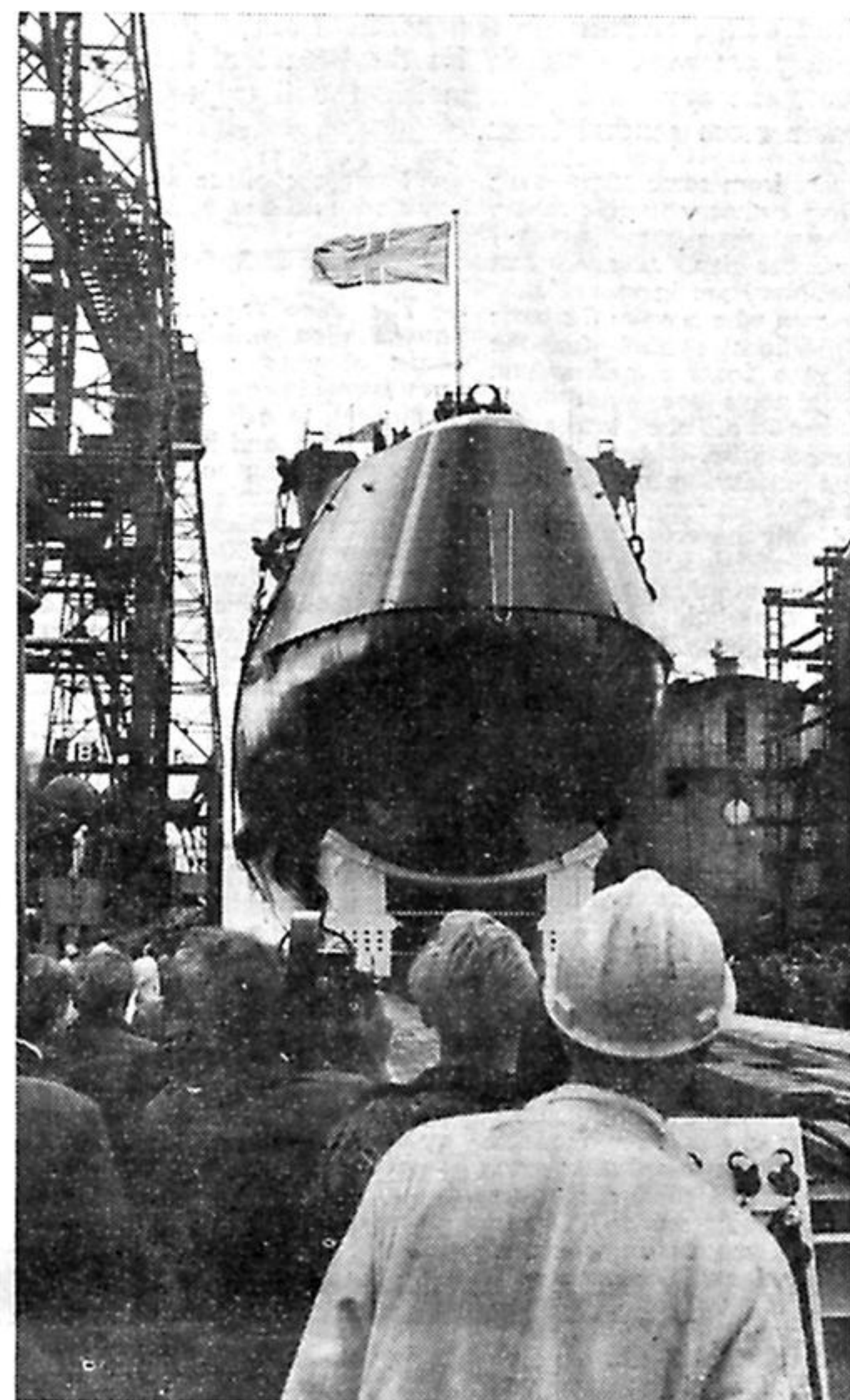
CARRIES 16 MISSILES

H.M.S. Resolution, 19th ship in the Royal Navy to bear the name, will carry 16 A3 missiles with a range of 2,500 nautical miles, and capable of being delivered with extreme accuracy. In addition she has six 21in. torpedo tubes.

The main machinery consists of a pressurised water reactor.

With practically unlimited cruising range, Polaris submarines will be capable of extended operations in the international waters of the world, comprising 70 per cent. of the earth's surface.

Free from the need to surface, the submarines present to an enemy almost insuperable problems of detection.



The giant hull of H.M.S. Resolution moves down the slip after being named



The Queen Mother welcomed at the Barrow shipyard of Vickers (Shipbuilding Group) Ltd.

Navy to leave "Half-way House"

The South African Defence Minister, Mr. Botha, told the South African Assembly that a revision of the Simonstown naval base agreement between Britain and South Africa had become "essential."

The Minister confirmed that Britain had told South Africa earlier this year of her intention to withdraw the permanent

Royal Naval contingent at Simonstown.

By withdrawing from the base, Britain could expect to cut £1,000,000 from her annual defence bill, but so far no official comment has been made by the Navy Department.

It was on April 2, 1957, that the British flag was lowered at Simonstown for the last time.

Royal Navy ships will continue to use Simonstown for refuelling, and the "Halfway House to India," as it was known before the construction of the Suez Canal, will, it is expected, be available to the Royal Navy as a maintenance base.

BIG NATO EXERCISE

Ships and aircraft from Canada, France, Germany, the Netherlands, Norway, Portugal and the United Kingdom are currently taking part in Exercise Silent Rain.

The main units assembled at Londonderry on September 19, and the ships sailed for an ocean exercise on October 1.

United Kingdom ships engaged are H.M.S. Tiger, the frigates Naiad, Russell and Murray, the helicopter support ship Lofoten, fast patrol boats, R.F.A.'s and the submarines Fin whale, Thermopylae and Walrus.

NAVY'S PUBLIC RELATIONS TOUR

Visiting 40 cities and towns until Christmas is the Royal Navy's Presentation Team of officers and ratings, explaining in dramatised lectures what the modern Navy consists of, and what it does around the world.

The title of the presentation is "Know Your Navy," and the audiences are taking the opportunity to hear serving personnel talk about the Navy's ships, aircraft, weapons and equipment. The presentation features a colour film and a small exhibition.

Members of the speaking team in the picture are (back row): Third Officer S. L. Newman, W.R.N.S.; Lieut. B. J. Adams of the Fleet Air Arm; and (front row) P.O. A. J. P. Evans; Lieut. J. M. G. Sheridan,

R.M.; Capt. S. M. W. Farquharson-Roberts, R.N. (in charge of the team); and L.S. J. W. Deacon.

(Tour details on page 18)



To stay in Singapore

Singapore officials have been told that there is no danger of Britain closing its bases there in the foreseeable future.

The assurance came from four Members of Parliament after they had had talks with Singapore's Deputy Premier, Mr. Toh Chin Chye.

Four-page feature

The time of the launching of Britain's first Polaris "underwater cruiser" is an appropriate occasion to review the exciting future for the men of the Submarine Service.

The way they are meeting the challenge is among the subjects dealt with in the four-page feature which appears in the centre of this issue.

Lifelines tangle

The tragic loss of the German U-boat Hai, in which only one member of the 20-man crew survived the sinking, nearly resulted in the death of a Royal Navy frogman, L.S. David James, of Portsmouth.

A German frigate had located an object on the sea bed, and L.S. James was the second frogman to descend to identify the object.

He found the outline of the submarine's hydroplane and was on his way back to the surface when his lifeline, and that of the other frogman, L. S. G. Jordan, became entangled with the line holding the buoy marking the spot.

L.S. James lost his face mask, but was able to tug the line, and

L.S. T. Luter dived down in a frogman's suit. He cut James free, and brought him to the surface unconscious.

P.O. W. Jones, in charge of the diving party, which was operating from the coastal minesweeper H.M.S. Iveston, gave James the kiss of life for five minutes, restoring him to consciousness.

The Hai was lifted by a German floating crane and towed to Emden.

B.R. 1066 and all that

Most of the rules about advancement are in B.R. 1066, but they are written mainly for the benefit of those who operate the system. In this article I will try to explain them in more general terms.

Apart from some steps—such as from ordinary to able rating, or through the classes of artificer or mechanic, advancements in the Navy are in vacancies.

So men who acquire the basic qualifications needed for the next step form a queue, and advancements are made from the head of the queue as vacancies arise.

The tricky parts of the process, which many men understand only imperfectly, involve the formation of the queue and the changes that take place within it, and this is what this article is about.

QUALIFICATIONS

There is not room here to talk about qualifications, which vary so much from branch to branch, and about which you must ask your Divisional Officer.

To join the queue you must be qualified by service, which means a period of time in your present rating; and in some cases by professional examination, which may be provisional, preliminary, or final.

There may be other qualifications you will have to notch up, but they can all be obtained after you have joined the queue. They include a conduct requirement, sea-going service (in some branches), medical fitness, and educational qualification.

Obviously where a professional examination is necessary it pays to acquire it as early as possible, for in this way you

will join the queue as soon as you are qualified by service.

ROSTER DATE

The effective date of the qualification which forms the basis of your queue (whether professional examination or seniority), is called your Basic Roster Date, and it is from this date you begin to accumulate things called basic points.

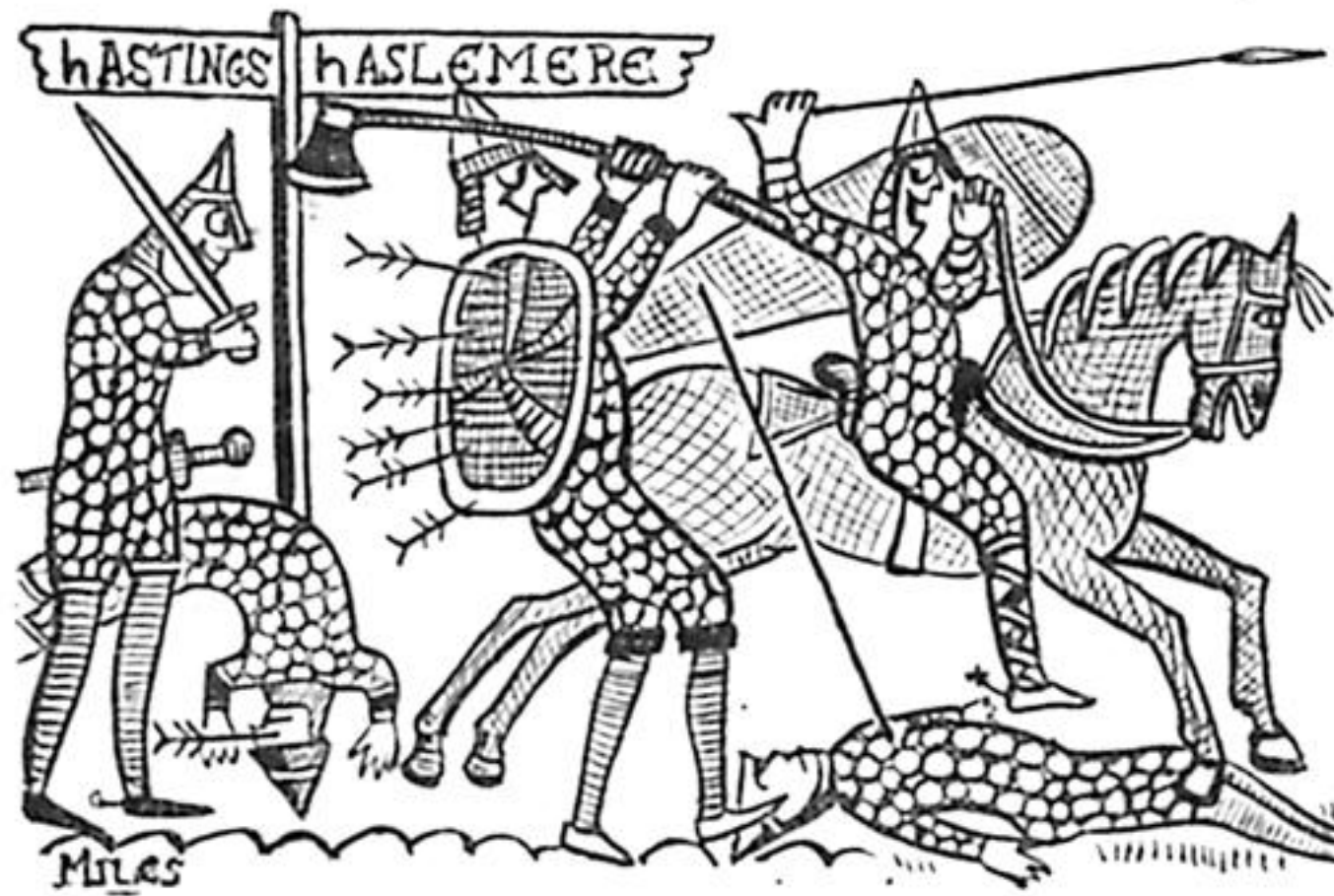
These are credited on May 31 and November 30 at the rate of one per month (two a month for candidates for chief artificer and chief mechanic) for every month after joining the roster.

The system of basic points ensures that men equally qualified for advancement take their right place in the queue. What about ability? This is taken care of by things called merit points, awarded twice a year by commanding officers on form S.507 and ranging from none (for the man who is not recommended for advancement at all) to eight (for the outstanding man).

The Advancement Authority (C.N.D. for G.S. and S/M ratings, F.O.N.A.C. for F.A.A. ratings and D.W.R.N.S. for W.R.N.S. ratings) calculates basic points automatically, and adds in the merit points from the Fleet.

MERIT POINTS

To make sure there are no stragglers, no adjustments are made until returns are in and



"Now for you Drafty lads. We'll make him regret he ever heard of 1066 too!"

checked, and then all the rosters are adjusted at once.

The merit points system (itself an improvement on the previous system of red and black recommends) is being looked at now, to see if it can be improved, and if it can, you can expect to see an announcement from the Ministry of Defence (Navy).

While men are working their way up to the top of the queue, which we call a roster, by acquiring more and more points, the Advancement Office is keeping a record of releases, discharges, promotions, etc., which are being reported by the Fleet, in order that vacancies may be calculated.

The starting point is the number of men allowed in each rate within branch, laid down in London and called "authorised numbers."

EVERY MONTH

Vacancies are calculated monthly, and are filled from the top of the roster, as it stood after the last six months' adjustment on September 1 (after

DRAFTY'S CORNER

receipt of the May S.507) or March 1 (for the November S.507).

The date of the vacancy is the date of the authorisation (B.13), and this (unless otherwise stated on the form) is the effective date for pay and seniority if the man is advanced by his captain.

He certainly will be if he has, since joining the roster, acquired all necessary qualifications required for advancement, and is still recommended.

So much for the process on "normal" rosters—those on which the supply of candidates substantially exceeds the demand.

What about the others? This will be the subject of a later article.

Meanwhile, through "Navy News," it is proposed to extend the service at present given in six-monthly D.C.s., and give total points of the man currently at the top of each queue on the advancement rosters, and you will find this under the Advancement column.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Chief Petty Officer
JX 760056 J. Chambers, JX 646017 F. R. Tuckwood, JX 775084 J. M. Gowers, JX 760305 D. J. Brand, JX 818268 F. Finch, JX 795891 G. C. Spencer, JX 769104 S. G. Bryan, JX 818324 K. J. Patterson, JX 789301 T. Crute, JX 848610 A. A. Coombs.

To Master-At-Arms
MX 567950 G. D. Irvine.

To Chief Petty Officer Writer
MX 791595 W. J. Rowe.

To Chief Petty Officer Stores Accountant (V)
MX 851625 R. P. Oushy.

To Chief Petty Officer Cook (S)
MX 834098 J. C. Nicol.

To Chief Petty Officer Steward
LX 845377 R. G. Denham.

To Chief Petty Officer Cook (O)
MX 888933 A. Billington.

To Acting Chief Engineer Artificer
MX 818574 D. A. G. Key, MX 833500 E. J. Berry, MX 888580 R. J. Field, MX 888910 D. G. Abinett, MX 913591 R. A. Watling, M 928686 R. Allan, M 933512 G. N. Muir, M 928509 B. A. Green, M 933706 T. Pitt.

To Acting Chief Mechanician
KX 867863 B. Wilkie, KX 850452 R. E. Martin.

To Chief Engineering Mechanic
KX914081 F. Ripley, KX 730136 C. Platt.

To Chief Plumber
MX 770655 R. E. Harris.

To Chief Joiner
MX 759019 S. R. Gilbert.

To Chief Shipwright Artificer
M 943976 B. E. Wines, M 943824 M. J. Cowell, M 933705 I. R. Pike, M 935638 M. Allen, M 928505 O. Arnold, M 928910 M. Bell, M 933613 J. Brittle, M 943883 A. Kennedy, MX 888829 W. Marks, M 933717 D. Rogers, MX 888617 J. D. Yates.

To Acting Chief Ordnance Artificer
MX 857725 B. L. Manley.

To Chief Electrician
MX 893755 G. Ham.

To Chief Radio Electrician
MX 892841 P. D. Sayers, M 946847 T. H. Nash, M 941046 A. McGinn.

To Acting Chief Control Artificer
Weapons

MX 888660 T. E. Spollin, MX 857578 B. Robotham, M 928553 A. D. Eaglen, M 928936 D. S. Dadd.

To Acting Chief Electrical Artificer
K. G. Bonning.

To Acting Chief Electrical Mechanician
MX 895947 J. D. Winteridge, MX 881220 E. M. Bailey.

To Chief Radio Supervisor
(Electronic Warfare)

JX 905419 T. Clarke.

To Acting Chief Aircraft Artificer (AE)
L/FX 928680 D. Henderson, L/FX 888013 G. E. Jones.

To Acting Chief Aircraft Mechanician (AE)
L/FX 906660 T. D. Jones.

To Chief Air Fitter (AE)
L/FX 882151 P. G. Hughes, L/FX 838517 J. G. S. Watson.

To Chief Electrician (Air)
L/FX 892517 F. Pigott.

To Chief Wren (Stores Assistant) (S)
108757 R. C. Errington, 110050 J. A. Thrift.

To Chief Wren (Writer) (G)
110217 C. M. Davidson, 110857 D. E. White.

To Chief Wren (Regulating)
101263 J. H. Brown.

MERIT POINTS

The following shows the total points of the man at the top of each roster as on September 1, 1966. The number in brackets indicates the number of men with the same number of points.

Up-to-date details will appear in "Navy News" each month.

CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(AIR)	CREA
Dry	Dry	(AIR)
CHIEL-MECH	CHIEL-MECH	Dry
(AIR)	(AIR)	
Dry	POF(AE)	LAM(AE)
CAE(AE)	103	Inter-
229(3)	POAF(O)	mediate
CAF(O)	53	LAM(O)
223	POA(AH)	53
CA(AH)	88	LA(AH)
196(2)	POA(SE)	Dry
CA(SE)	100	LA(SE)
92	CA(PHOT)	27
209	(PHOT)	LA(PHOT)
	100	88
CAMET	POA(MET)	57
219	POEL	78
CHIEL	(AIR)	LEM(AIR)
(AIR)	34	Dry
203	POREL	LREM
CHREL	(AIR)	(AIR)
(AIR)	34	
200(1)	PO	LSEA
CPO	47(2)	Inter-
210		mediate
CHSMKR	SLMKR	CPOWTR
118	Dry	188
POWTR	LWTR	CPOSA(V)
Inter-	26	163
mediate		
CPOSA(S)	POSA	LSA
179(2)	37	23
CPOCK(S)	POCK(S)	LCK(S)
158	136(2)	69
CPOSTD	POSTD	LSTD
199(2)	100	Inter-
		mediate
CPOCK(O)	POCK(O)	LCK(O)
218	144	24
MAA	RRO	CERA/
156	69(4)	CHMECH
		Inter-
CHM(E)	POM(E)	LM(E)
(A)194	Inter-	Dry
(B)164	mediate	
CHSHPT	CHUNR	COA
Dry	159	Dry

(continued on page 3)

With the commissioning of H.M.S. Glamorgan on October 11, the sixth County class guided missile destroyer joins the fleet.

H.M.S. Llandaff was shown in the September issue as re-commissioning at Singapore at the end of July, 1967, but it is understood that the actual date has been deferred slightly.

BEACHAMPTON (C.M.S.), October 1 at Gibraltar, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

CARYSFORT (Destroyer), October 6 at Devonport, General Service Commission (Phased), Home/Med./Home, U.K. Base Port, Devonport, (C).

TROUBRIDGE (A/S Frigate), October 6 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Chatham, (C).

AGINCOURT (Destroyer), October 6 at Portsmouth, General Service Commission (Phased), Home/Med./Home/Far East, U.K. Base Port, Portsmouth, (C).

BURNASTON (C.M.S.), October 10 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

GLAMORGAN (G/M Destroyer), October 11 at Newcastle, General Service Commission, Home/Far East, U.K. Base Port, Portsmouth, (C).

DEVONSHIRE (G/M Destroyer), October 20 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth, (C).

DRAFTING FORECAST

DUNCAN (A/S Frigate), October 20 at Rosyth, Port Service for trials, Commissions December 15, Londonderry Squadron, (C).

APPLETON (C.M.S.), October 14 at Gibraltar, Trials crew at Gibraltar and steaming crew to Aden (vice Kildart); then steam Kildart to U.K. Commission at Aden—Kildart's crew transfers, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

DARING (Destroyer), November 3 at Devonport, General Service Commission, Home/Far East/Home, U.K. Base Port, Devonport, (C).

DAMPIER (Surveying Ship), November 11 at Singapore, Foreign Service (Far East), (C).

CHAWTON (C.M.S.), November 12 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (Senior Officer), (E).

UNDAUNTED (A/S Frigate), November 24 at Chatham Home Sea Service, U.K. Base Port, Chatham, (C).

SHOULTON (C.M.S.), November 24 at Portsmouth, Home Sea Service, 3rd M.C.M. Squadron, U.K. Base Port, Portland, (C).

CAMBIAN (Destroyer), November, Chinese Sids. and Cks. (O) replace U.K. ratings.

CHILCOMPTON (C.M.S.), December 9 at Gibraltar, Home Sea Service, Trials crew at Gibraltar and Steaming crew to U.K.

DUNCAN (A/S Frigate), December 15 at Rosyth, Home Sea Service, Londonderry Squadron, U.K. Base Port, Portsmouth, (C).

AXIA (A/S Frigate), December 17 at Singapore, Foreign Service (East of Suez) (Phased), Captain's Command, (C).

DANAE (A/S Frigate), January 10 at Devonport, Port Service for trials, Commissions May 24, Captain's command, U.K. Base Port, Devonport, (A).

TARTAR (A/S Frigate), January 12 at Portsmouth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Devonport, (B).

PUMA (A/A Frigate), January 12 at Devonport, General Service Commission (Phased), Home/Far East/Home, U.K. Base, Devonport, (A).

MOHAWK (G.P. Frigate), January, M.K. Cooks (O) and (S) and Stewards replace Goanese.

TROUBRIDGE (A/S Frigate), January, U.K. Cooks (O) and Stewards replace Maltese Cooks and Stewards.

ULSTER (A/S Frigate), January, Maltese Cooks (O) and Stewards replace U.K. Cooks and Stewards.

GRENVILLE (A/S Frigate), February 1 at Portsmouth, Port Service Trials, To Reserve on completion.

INTREPID (Assault Ship), February 26 at Clydebank, Home Sea Service/Foreign Service (East of Suez) from date of sailing, U.K. Base Port, Devonport, (C).

LALESTON (C.M.S.), February 27 at Portsmouth, Home Sea Service, Vice Miner III, U.K. Base Port, Portsmouth, (C).

CAPRICE (Destroyer), March at Chatham, Reconmission (Phased), Home/Far East/Home, U.K. Base Port, Chatham, (C).

DIDO (A/S Frigate), March 2 at Chatham, General Service Commission (Phased), Home/Far East/Home, Captain's Command, U.K. Base Port, Chatham, (C).

PENELOPE (A/S Frigate), At Devonport, Home Sea Service, U.K. Base Port, Devonport, (C).

DEFENDER (Destroyer), March 16 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Chatham, (C).

KEPPEL (A/S Frigate), March 17 at Gibraltar, Home Sea Service for trials, Commissions May 12 Fishery

Protection Squadron, U.K. Base Port, Rosyth.

JUNO (A/S Frigate), April 4 at Southampton, General Service Commission, Home/Far East, Captain's command, U.K. Base Port, Chatham, (A).

DUNDAS (A/S Frigate), April at Gibraltar, Local Foreign Service, L.R.P. complement.

GLAMORGAN FLIGHT, April at Portland, General Service Commission, Wessex.

DAINTY (Destroyer), April 13, at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth, (C).

DIANA (Destroyer), April 13 at Devonport, General Service Commission (Phased), Home/Far East, U.K. Base Port, Devonport, (C).

RHYL (A/S Frigate), May at Rosyth, Port Service, Special Refit (Dockyard control).

LONDONDERRY (A/S Frigate), May at Portsmouth, Port Service, Special refit, (Dockyard control).

LOWESTOFT (A/S Frigate), May at Chatham Port Service, Special refit, (Dockyard control).

NAIAD (A/S Frigate), May 4 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth, (C).

KEPPEL (A/S Frigate), May 12 at Gibraltar, Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth, (A).

HAMPSHIRE (G/M Destroyer), May 18 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth, (C).

DANAE (A/S Frigate), May 24 at Devonport, General Service Commission, Home/Far East, Captain's Command, U.K. Base Port, Devonport, (A).

SALISBURY (A/D Frigate), June at Devonport, Port Service, L.R.P. complement.

DIAMOND (Destroyer), June at Chatham, Port Service for trials, Commissions August 1.

DANAE FLIGHT, June/July at Portland General Service Commission, Wasp.

ARGONAUT (A/S Frigate), July 4 at Hebburn, General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth, (C).

ASHANTI (G.P. Frigate), July (Tentative date at Portsmouth), Port Service, L.R.P. complement.

AURORA (A/S Frigate), July at Chatham, General Service Commission, (Phased), Home/Middle East/Home, U.K. Base Port, Chatham, (C).

ARETHUSA and CLEOPATRA (A/S Frigates), July, U.K. Cooks (O) and (S) and Stewards replace Chinese ratings.

HYDRA FLIGHT (Under consideration), July at Portland, General Service Commission, Wasp.

WHITBY (A/S Frigate), August, Maltese Cooks (O) and (S) and Stewards replace U.K. ratings.

BERWICK (A/S Frigate), August at Devonport, Special Refit (Dockyard control), Port Service.

ZULU (G.P. Frigate), August at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth, (B).

(Continued on page 3)

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Hermes planes in Farnborough show display

Buccaneers of the Fleet Air Arm, with their ability to "strike from the shadows," took part in this year's Farnborough Air Display.

The aircraft, from No. 809 Squadron, represented the Royal Navy's sophisticated low-level strike weapon, the first of its kind to be operational anywhere in the world.

The air group, currently embarked in H.M.S. Hermes, provided the programme. This group, which is typical of those serving in British carriers throughout the world, consists of four squadrons comprising Buccaneer Mk. 2, Vixen Mk. 2, Gannet Mk. 3, and Wessex aircraft.

The aircrew of No. 892 Squadron, flying Sea Vixens, demonstrated their all-weather and close support capability. They have policed a large part of the world.

The Gannets of No. 849 Squadron are designated Airborne Early Warning Aircraft, and with their powerful radar have provided a most effective airborne radar screen in the Far East. They have also proved their versatility in surface search, monitoring shipping during the oil blockade off Beira.

The Wessex anti-submarine helicopters of No. 826 Squadron represent a fast growing branch of Naval aviation, with a history of effective operational use throughout the world.

Court findings quashed

Capt. H. C. Leach, captain of the frigate Galatea, and Lieut.-Cdr. D. A. Wallis, his navigating officer, who were sentenced to be reprimanded by a Malta court martial in June, have had the finding and sentences quashed on review by the Admiralty Board.

The court martial found both officers guilty of negligence after Galatea and an Italian naval vessel had collided at Venice. The frigate was leaving in fog conditions after a goodwill visit.

NORWAY'S GIFTS TO H.M.S. HECATE RESCUERS



The rescue team, with the ship's captain, "synchronising watches."

Four men of H.M.S. Hecate, and their captain, have been presented with gold watches by the Norwegian Government in recognition of a hazardous and exhausting air-sea rescue.

The captain is Cdr. Winstanley, R.N., of Horsham, Sussex, and the other recipients, Lieut. B. F. Prendergast, R.N., of Cladderton, Oldham; Surg. - Lieut. G. M. Welham, R.N., of Leeds; L.M.A. E. R. Harrison, of Gosport, Hants; and L.R.E.M. C. L. Thirlwell, of Stafford, Staffs.

H.M.S. Hecate, on her maiden voyage, was the first ship with a doctor to reach the Norwegian tanker Benstream, wallowing in heavy seas, after an engine-room explosion. Seven injured men had to be taken off by helicopter in a force-eight gale.

CRUISER PRESERVATION NOW UNLIKELY?

Readers of "Navy News" who would like to see the cruiser H.M.S. Sheffield preserved as a museum ship have little hope of official support from the city which bears its name.

Three years ago, Sheffield Council was informed of the intention to take the "Shiny Sheff" out of commission, and discussions took place with

naval authorities on preserving the memory of the ship and its associations with the city.

A commemorative service was held in Sheffield Cathedral in June, 1963, attended by many of the then ship's company, and the battle ensign and "Jack" were formally laid up, and handed to the Cathedral for eventual permanent display.

The ship's trophies were placed in the Town Hall on trust from the Admiralty, on the

understanding that they would be returned should a new H.M.S. Sheffield be built.

In view of what has already happened, the official feeling is that it would be inappropriate for the Council to be associated with any endeavour to reopen the question of the cruiser's future.

The view is that "it would be difficult to envisage any prospect of success if such an attempt were made."

Hunters to go from Hongkong

Hongkong is to lose its flight of three Hunter aircraft (No. 28 Squadron of the Royal Air Force) at the end of the year—one of the measures agreed in the course of the Defence Review. Air Headquarters in the colony will be disbanded next March. The R.A.F. will, however, maintain a capability for rapid reinforcement of Hongkong with fighter ground-attack aircraft.

Troubridge's refit

Now at Chatham for a three-month refit is the "Fighting T," the 2,880-ton Type 15 frigate Troubridge, which is to rejoin the Malta Frigate Squadron.

Troubridge sailed into Portsmouth on her 24th birthday on September 8, after a commission in which she steamed 86,000 miles. She left the U.K. in January, and has been engaged mainly on patrol duties in the Mozambique Channel.

Families joined the ship next day for the trip to Chatham, where she paid off.

On recommissioning, the new commanding officer will be Cdr. W. R. Thomas, R.N., succeeding Cdr. N. J. S. Hunt, R.N.

'Minor bump' during fog

With visibility down to 200 yards, the 5,000-ton guided missile destroyer Devonshire had what the Ministry of Defence described as "a very minor bump" with the 21,138-ton tanker British Sovereign, at the Elbe River entrance to the Kiel Canal, on August 31.

Aboard Devonshire was the Commander-in-Chief, Home Fleet (Admiral Sir John Frewen), on a goodwill tour of Baltic ports. Commanding officer of Devonshire is Capt. C. G. Lesley, R.N.

Damage was negligible, and Devonshire proceeded on her way to the first port of call—Leningrad.



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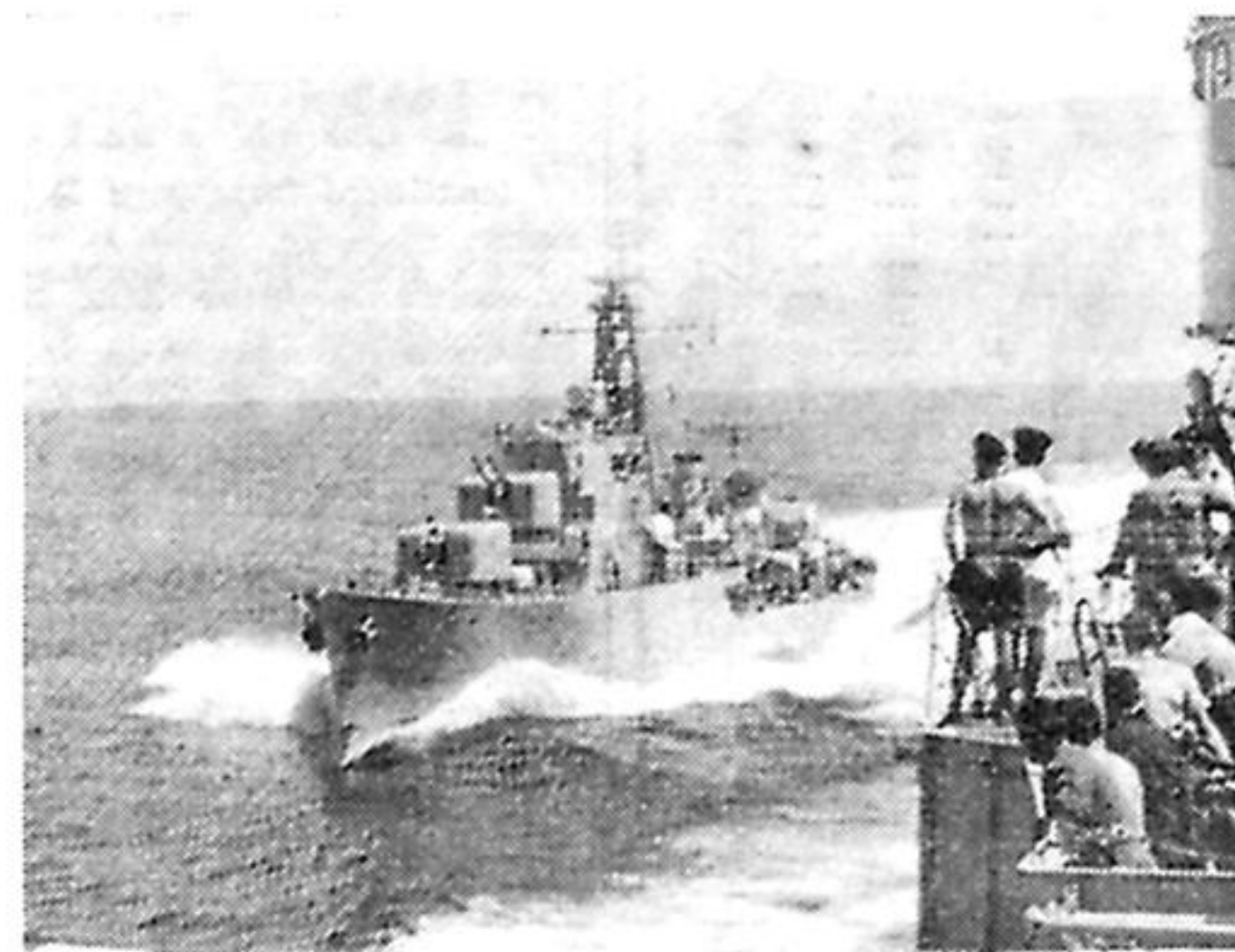
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accidents were entirely unrelated. Until they happened, thousands of training escapes had been safely made. M.E. Alsop was wearing no hood, but the normal equipment for an ascent from that depth.

Lieut.-Cdr. Cudworth, who was 39, leaves a widow and two children. He lived at Portsmouth.

The Minister of Defence (Royal Navy), Mr. J. P. W. Mallalieu, visited the Far East, including Hong Kong, Malaysia, and Singapore, from September 26 to October 8.

He joined the Navy at Dartmouth in 1935, and had a Mention in Despatches while naval liaison officer with Yugoslav partisans during the Second World War. He was awarded the D.S.C. during the Palestine troubles.

RESCUE HELP

The frigate, H.M.S. Loch Fada, was one of the ships of four nations which combined in a rescue operation in the South China Sea to save the crew of the grounded British cargo vessel August Moon.

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NEW PASSPORT RULES

For some years now, Ministry of Labour employment exchanges have been issuing British Visitors Passports (BVPs)—a simplified form of passport costing 7s. 6d., valid for a year, and accepted in most European countries.

They became quite popular with naval personnel, particularly those bound for Gibraltar, and exchanges at naval ports have frequently had "shipping orders" for large numbers.

Until March of this year, no proof of identification was

needed. Now each applicant has to produce one of these documents—National Health medical card, birth certificate, or retirement pension book. A sailor's identity card is not sufficient. For a wife to be included in her husband's BVP, she must attend at the issuing office with him.

Families' Page

Are these clubs still wanted?

"Navy News" has been asked to give some publicity to three organisations for wives in the Portsmouth area: the Drop In Club, Trafalgar Institute, every Thursday from 2.15 p.m. to 4 p.m.; Under Five Club, R.N. Barracks, every Thursday from 2 p.m. to 4.30 p.m.; and the Young Officers' Wives Club, Nuffield Club, St. Michael's Road.

Mrs. P. K. Tearreau, who is chairman of the Under Five Club, said the three organisations had been in existence about 18 years, but not being based on an establishment, found it difficult to become known, except through personal recommendation.

"At the present time," she said, "there has been a decline in numbers. This may be due to the big improvement in accommodation, due to the large number of married quarters now available. Wives may find it easier to make arrangements among themselves."

"On the other hand, we have found that there is still the loneliness problem on naval estates, and we would like the wives to know of our existence, and of the help and friendliness which is available."

'DRAFTY' PRAISED

"I have been receiving 'Navy News' for many years now, and find it very interesting and helpful to Navy wives like myself," writes Mrs. A. M. Young, of Gosport (Hants).

"Thank you for providing an excellent naval paper, and particularly the Drafty articles."

Mrs. Young goes on to ask if it would be possible to print future commissioning dates for submarines, as is done for General Service ships.

The Commissioning Office at H.M.S. Dolphin is looking into the suggestion, and will make a statement shortly.

MRS. SHEPPARD'S NEW BLOW

Misfortune dealt a second blow to Mrs. Norma Sheppard, of 26 Newlands Avenue, Gosport (Hants), whose husband, Chief Mechanician Edward Sheppard, lost his life in the submarine Rorqual.

Mrs. Sheppard, who is 39, has two sons, Ian 16 and Stephen 13, and a daughter Elaine, who is six.

Ian has just started work as an apprentice electrician at the Navy's aircraft repair establishment at Fleetlands, and within days of the death of his father was involved in a road accident while riding a bicycle. He was taken to Haslar Hospital with serious injuries.

Mrs. Sheppard told "Navy News" that she would not have gone abroad this time with her husband. Previously she has been in Malta and Singapore. "Eddie and I had both agreed that the children had reached



'Go easy' warning from the Trust

Before the Navy's scheme for helping long-service ratings to buy their own houses had been in operation nine months, local committees of the Royal Naval Benevolent Trust were hearing cases of difficulty.

"Go easy," is the R.N.B.T. warning. "This scheme is undoubtedly a terrific step forward, but some men have gone ahead without fully exploring all the financial commitments and costs involved."

The Navy's scheme is for an interest-free advance, recoverable from pay, to cover the deposit, legal expenses, and other fees entailed in purchasing a house through a building society or local authority.

Difficulties arise when the family's financial resources are so marginal that money is swallowed up in unexpected ways.

SAVINGS 'MELTED'

One example mentioned by the R.N.B.T. concerned a leading seaman, whose meagre savings melted away in moving, furnishing, and squaring off accrued bills, so that after six months no payment had been made to the building society.

Action was threatened, and only halted when the R.N.B.T. gave a grant of £50 towards the £75 owing, and the rating was able to raise the remainder.

Another case concerned a petty officer who expected (but failed to check) entitlement to full reimbursement for removal expenses. As a result he was unable to buy even essential furnishings, and had to seek R.N.B.T. help.

The lessons from these and other cases is that house-ownership responsibilities are far from being fully appreciated.

Besides the known outgoings on mortgage repayments, rates, water rate, and so on, repairs and maintenance must be allowed for, and the naval man is at a disadvantage in being frequently away from home.

His wife may suddenly be faced with repairs which cannot be delayed, and which involve substantial cost.

are gone into very thoroughly, and changes are not made unless they are justified.

"I wouldn't like to think they felt awful about it. It is just one of those things."

In fact, Mrs. Sheppard is herself undergoing outpatients' hospital treatment, but is making good progress.

One thing for which she is thankful is that she owns her own home.

"We have had this house about 15 years," she said. "It would have been worse than ever if I had had to start to look for a place to live."

Fortunately she has relatives and friends about her.

"My parents have just moved down here on retirement. You would think it had been fated."

In beginning to make plans for the future, Mrs. Sheppard has been sustained in the help and sympathy she has received.

MANY MESSAGES

There have been many messages, of which one may be quoted as typical:

"Your husband was a fine submariner, who had got to the top by sheer hard work and determination. He was liked by everyone, and was one of the nicest people with whom I have served."

Chief Sheppard, who had been in the Navy 22 years, had just signed on for a further five years.

WAITING FOR REUNION

Some of the hundreds of wives and relatives who greeted H.M.S. Albion on her return to the U.K. from the Far East. The commando ship reached Portsmouth on September 8.

SUBMARINE WIVES IN 'CONTROL'

A quiet "revolution" in family interest has been taking place in the Navy's submarine "home" at H.M.S. Dolphin, Gosport.

Although family-day outings are commonplace for surface vessels, it is only in recent months that the idea has been extended to under-water excursions.

Submariners have always tried to explain—not with absolute success—that there is nothing specially hazardous about their boats.

They could not seek to prove the point further than by taking their own wives and children with them, and allowing them (with supervision, of course) to steer and dive the vessels.

During the trips, all manoeuvres are explained over the main broadcast system, and the whole scheme helps to give a wider understanding of life aboard a submarine.

Hotel charges

The cost of full board for adults in the Weston Naval Families' Hotel, Southsea, which provides temporary transit accommodation for families while permanent accommodation is being sought, has been raised to £1 a day each up to five days' stay, and 17s. 6d. a day each thereafter.

Morale aid

Should wives and children accompany military men abroad is a question being argued between Service and Government spokesmen in the United States.

The view put forward by a Senator is that the men should be away only one year, and without their families, as a measure of economy.

General Andrew O'Meara (Commander of the U.S. Army, Europe) is forthright in his opinion that the presence of dependants is necessary "because of its importance as a morale factor."

House-owners know all about these problems, and about the "hidden" costs of moving in.

The R.N.B.T. would not wish to paint too gloomy a picture, but ratings taking on house ownership should get a clear idea of what the outgoings are likely to be, or they may find that their plans are soured through financial problems.

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Ask us if there is anything you want to know. Immediate and sympathetic consideration will be given.

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Newland, Hull
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Leap in the dark

ST. DUNSTANERS SHOW THEIR PACES AT LEE

The Fleet Air Arm's victorious field gun crew have been put through their paces again—by 50 blind and disabled ex-Service men on their annual holiday at H.M.S. Daedalus, Lee-on-Solent.

All St. Dunstaners, they have been going to Daedalus since 1945, when the visits were started by the Rev. F. Spurway, then Vicar of Stubbington, and Mrs. Spurway.

Each year they are accommodated in a mess left vacant by men on leave, and are looked after by a team of helpers and by the field gun crew—their "guide dogs" as they call them.

The Chief Petty Officers' mess becomes their central place of entertainment, and the rules are bent to allow in junior rates. Brewers give generously towards supplies—and the fun begins.

This annual visit is no gentle outing drenched in pity, but a rumbustious rollicking week carried on at great pace, with sessions into the early hours.

The great-hearted characters, somewhat battered and scarred,

Fred Barrett, who won the standing jump, shot, discus and sprint events. Below is Jerry Lynch coming second in the 60-yard dash.



went up in helicopters and gliders, had trips afloat (including hovercraft), enjoyed dances, and showed their unquenchable spirit perhaps most of all in the sports days.

Naval Airman Roger Fullbrook laughed as he told "Navy News" about the jokes played on one another, and about the apparently inexhaustible energy of the visitors.

"They've just about got us on our knees," he said.

DINING ALCOVES AT THE N.A.A.F.I.

N.A.A.F.I. customers at the Plymouth town club can now drink and dine in a sophisticated atmosphere, the new restaurant and lounge bar having been opened on August 31 by Vice-Admiral Sir Fitzroy Talbot, Commander-in-Chief, Plymouth, and Lady Talbot.

An intimate atmosphere is achieved by the use of alcoves and subdued individual lighting over each table.

H.M.S. Olympus commissions at Portsmouth on October 21.

CAREER PERSONALITIES SHEFFIELD—ONE OF THE BEST



Lieut. L. D. Rees, R.N.

H.M.S. Sheffield was one of the finest-built ships the Royal Navy has ever had, in the opinion of Lieut. L. D. Rees, R.N., oldest officer on the staff of the Royal Navy and Royal Marines' West Midlands regional careers organisation.

In a varied naval career which followed, he experienced his first taste of action on being landed in Palestine, in 1929, at the time of the Wailing Wall incident. He was serving in H.M.S. Barham, wearing the flag of Vice-Admiral Sir John Kelly—still remembered by Lieut. Rees and many of his shipmates with affection and esteem.

Soon there came the most interesting draft to date, when Lieut. Rees went to the Vickers Armstrong yard on Tyneside, "standing by" when H.M.S. Sheffield was being fitted out. He remained with the cruiser until 1938, when he was transferred to a sister ship, H.M.S. Liverpool.

Service in the Second World War included a hectic 12 months

on convoy work in the Atlantic and Mediterranean, aboard the "P" Class destroyer, H.M.S. Penn. The high spot was the towing of the tanker Ohio into Malta during the siege of the island.

In February, 1950, Lieut. Rees joined H.M.S. Constance, a "C" Class destroyer, for a commission in the Far East, and remained in her for the duration of the Korean war, in which their worst enemy proved to be the weather.

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In glass case— a shovel!

From Capt. Lord Amphill, R.N. (ret.)

CAPTAIN Waight's letter in your September issue has finally spurred me on to write (as I have long intended to do) re "coal ships" records.

I have no idea what the absolute record is, but it might provoke an interesting correspondence if some "old hands" search their memories and records.

Midshipman journals were withdrawn from the Fleet in May, 1915. After the war I recovered mine, and nearly the last entry on May 12, 1915, was: "Anchored in Scapa Flow E. line at 4 a.m. Collier Westville came alongside at 8 a.m. Started coaling at 8.22 a.m., and took in 290 tons by 9.37 a.m.

Defence averaged 323 for 290. Warrior average 208 for 225. Black Prince averaged 202 for 270."

As many of your older readers will be aware, the Grand Fleet invariably coaled immediately on return to harbour, however little had been burnt.

The only battleships and cruisers to escape this "chore" were the Fifth Battle Squadron, and I understood that Warspite had a coal shovel polished in a glass case and labelled, "Lest we forget!"

Amphill

St. John's Wood,
London, N.W.8.

More about those Jutland medals

IN the August issue of "Navy News," information was sought regarding the medal

struck for the Battle of Jutland. I have one, in white metal. They were also struck in silver and gold, and sold in the Fleet to assist the widows and orphans of the men killed in that action.

It was the idea of Prince Louis of Battenburg, who was an admiral in our Navy, but was not serving at that period.

For my white metal medal I believe I paid 4s. The silver and gold were, of course, more costly.

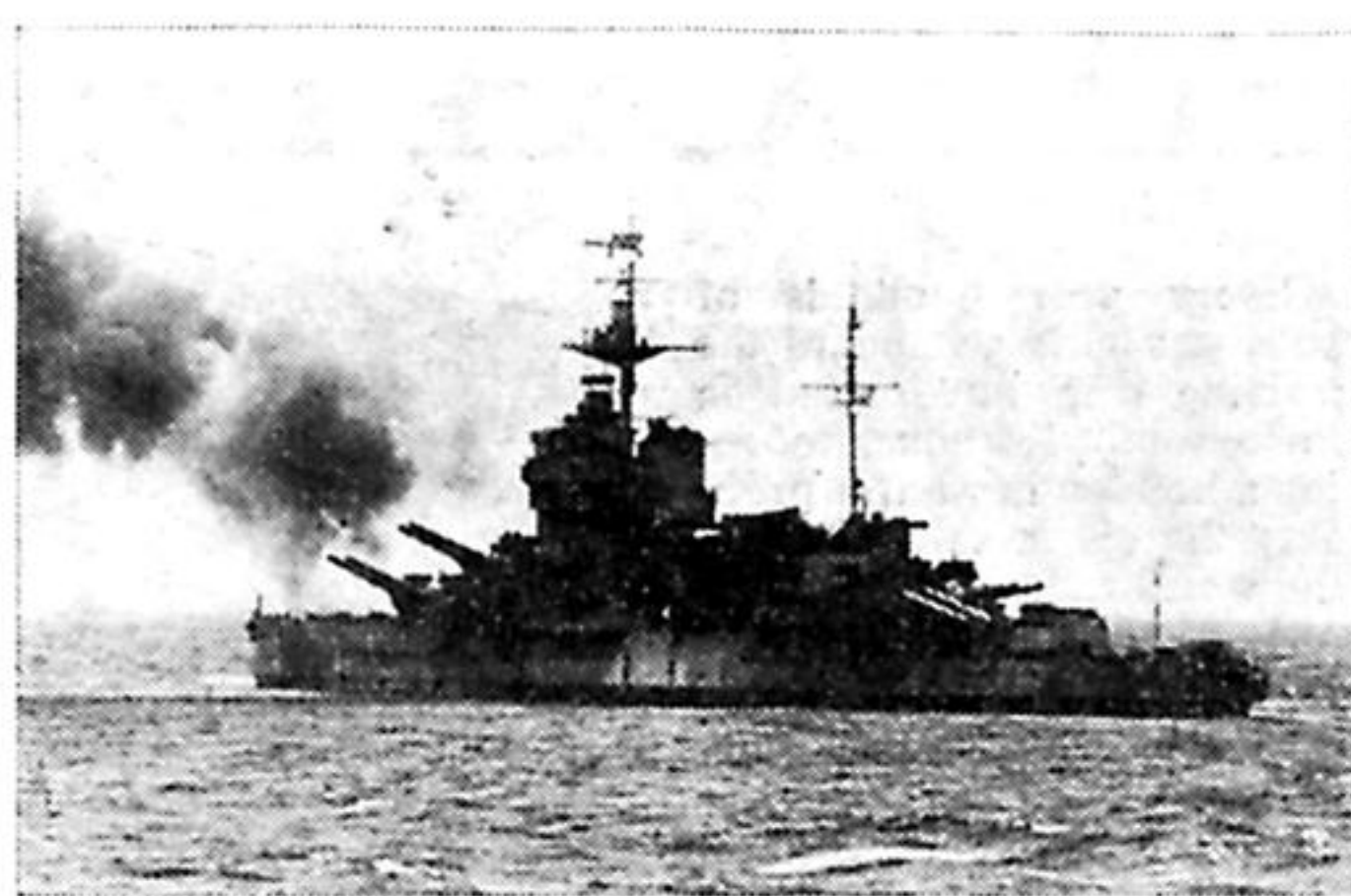
I myself served in H.M.S. Orion.

John Kelly
(ex-Royal Marine)
Southall, Middlesex.

Not bad for one of the Tiddly D's

WITH reference to the letter about H.M.S. Danae (September "Navy News"), the ship commissioned in August, 1939, and served in the following fleets and stations: Reserve Fleet, Home Station, North Atlantic, South Atlantic, East Indies, China, East Indies, Persian Gulf, Eastern Fleet, South Atlantic, North Atlantic, and Home Station.

She crossed the Equator 21 times, and her annual steamings were: 1939 (25,035), 1940 (48,586), 1941 (39,010), January-May, 1942 (25,522), June, 1942



H.M.S. Warspite

PRAISE FOR HASLAR

RECENTLY I had the (mis)fortune to spend three weeks in the Royal Naval Hospital, Haslar, and through the medium of "Navy News" I would like to express my gratitude for the care and attention lavished upon me by the staff.

I must confess that it was with considerable trepidation that I entered Haslar, and was quite worried about the outcome. I need not have been, for I was quite happy after settling down, and soon afterwards had my operation.

My treatment was of the highest order, and, I may add, also included a visit to a Harley Street consultant, which reassured me greatly.

T. E. Warden
(chief communications yeoman)

H.M.S. Vernon,
Portsmouth.

(4,692), July, 1942 (8,748), a total of 151,593.

Not bad for one of the Tiddly D's, as we used to call them.

I was only a H.O. rating, but I feel privileged to have belonged to a good and happy ship, and always remember Danae as the ship that brought us home when at times we thought we wouldn't.

Now we will soon have a new Danae. Good luck to all the new Danae's. I hope you meet good officers and men like I did. How strange you never meet their sort in civilian life.

Butch
(Torpedomen's Mess, 1939-42
commission)
Farnborough, Kent.

What happened to Magnificent

I AM interested to know what has become of the aircraft carrier, H.M.S. Magnificent (R 36). She was with the Canadian Navy for a time, and I have heard reports that she has been in Portsmouth Dockyard since the beginning of September.

S. G. Townend
East Preston, West Sussex.

(H.M.S. Magnificent was on loan to Canada from 1946 to 1957. She was scrapped in 1965.—Editor.)

Memories of the German Goeben

READING "Navy News" brings back quite a lot of old times. I see the old German battleship Goeben (renamed Yavuz) is still afloat. I was serving in H.M.S. Ruby, a destroyer, when early one morning we were on The Gate as the Goeben and sister ship Breslau tried to escape.

First they sank the Raglan (monitor) and also Monitor 99. We made a smoke screen across The Gate, and both ships turned back. One went aground and was sunk by the Air Force, but

Letters to the Editor

PHOTO 'FIRMS' OF THE OLD NAVY

IN the September edition of "Navy News" there was an article about the training of naval photographers, mentioning that there had been a Photographic Branch since 1917.

It was not until December, 1919, that a Photographic Section was formed in the Royal Navy, with a base at Tipner. Previous to that, any official photographic work in the Navy was performed by those amateur craftsmen who ran a "photographic firm" as a spare-time money-making concern on board ships (without official standing).

The Photographic Section was composed of volunteers from many grades of the Service, including Royal Marines, and they eventually numbered about 24.

About June, 1937, the Photographic Branch was introduced. This was required to meet the great number of qualified photographers needed to replace the R.A.F. personnel borne on aircraft carriers, when the Admiralty took over the administration of the flying requirements of the Royal Navy from the R.A.F.

Subsequently, the branch was integrated into the Fleet Air Arm.

G. T. Crouch
(Commissioned photographer,
R.N.(retd.))

Portchester,
Hants.

In first class at Tipner School

YOUR article in September's "Navy News," about the Navy's photo school, was of special interest to me, as I was one of the two who formed the first instructional class held at Tipner Photographic School in 1919.

I am afraid our premises hardly compared with those at Lossiemouth, being two small buildings with a slab, a couple of sinks, and cold water taps.

Cameras consisted of a 12 in. x 10 in. folding Sanderson plate, a half-plate Goerz Anschutz, and one large box-type cine camera (Pathe).

Mr. Smith, W.O. was in charge, and P.O. Farrow was

instructor. I was then L.S. Parker, and my classmate was L.S. Seagrave.

On completion of our course we were drafted to H.M.S. Chrysanthemum, target towing photographic sloop in the Mediterranean at that time.

W. J. Parker
(ex-C.P.O. s/m coxn.)
Fordingbridge, Hants.

Seeking unofficial ships' badges

HAVING been a reader of "Navy News" for some considerable time, I have noted with interest your department for ship's photographs and badges.

My own particular interest is in the unofficial badges of the period up to 1918, and I am accumulating information with a view to the completion of an index thereon.

In this work I have had a good deal of help from the Trophy Centre at Portsmouth, and from various naval establishments and personnel.

As you may know, the ship's badge was put on to an official basis after the First World War, but prior to that a ship could have had a number of crests during its life.

Information is not easy to obtain, and would be most welcome.

J. A. Potter
Mill Hill, London, N.W.7.

Leviathan still at Portsmouth

WHAT has happened to H.M.S. Leviathan, which was never completed, and was moored in Fareham Creek for nearly 20 years? The last time I saw it was alongside at Portsmouth Dockyard.

D. J. Walsgrove
H.M.S. Collingwood, Fareham.

(Leviathan is still at Portsmouth Dockyard.—Editor.)

The Story of Young Endeavour

During the past 100 years the 'Arethusa' has been home and training ship for thousands of boys, many of whom have attained high ranks in the Royal and Merchant Navy. The chronicles of naval history record many citations of old 'Arethusa' boys who have been decorated for bravery in action.

Today the need for such a ship is as great as ever. Will you please help us to celebrate our Centenary by contributing generously towards the ever-increasing cost of training and equipping our boys for a sea-faring career.



Please send as much as you can, as soon as you can, to Lieut.-Cdr. A. D. England, R.N., who will gratefully acknowledge all donations



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FRIGATE FIRE INQUIRY

A board of inquiry was held at Plymouth after a fire aboard the frigate H.M.S. Relentless. She was at Portland working up in preparation for service

east of Suez at the end of the year, and damage was done to the engineer's office and electrical installations. Repairs are likely to take several weeks.

ON HOLIDAY AFLOAT

Every year hundreds of boys and girls go aboard the training ship Foudroyant in Portsmouth Harbour, to enjoy a holiday in what is probably the oldest ship afloat in the world today.

A 46-gun frigate, formerly known as the Trincomalee, she was built in 1817 and will therefore celebrate her 150th birthday next year.

Foudroyant lies off the Royal Dockyard, on moorings surrounded by all the activity of a great naval base, and her young visitors are a familiar sight to residents and holidaymakers as they row and sail under the guidance of their instructors.

The captain superintendent, Lieut.-Cdr. A. Langley, R.N. (ret.), has a magnificent view from his Great Cabin—a southerly aspect out through the harbour entrance to the Solent and Isle of Wight beyond.

BOAT TRIPS

Mrs. Langley is getting used to being on time for the routine boat trips to and from the shore. She is also becoming expert at catering for a hundred at a time, and at dealing with cuts and bruises.

From March to October the ship can accommodate boys or



In a ship like Lord Nelson's

girls from 11 upwards for periods of one or more weeks.

Many go in organised parties, but it may not be generally known that young people are able to go independently.

Four women tend the needs of the youngsters, and help to "mother" and settle in the occasional homesick boy or girl.

Besides the staff instructors,

volunteers make a useful contribution for free board and lodging. They are given cabins, and mess in the wardroom. More would be welcome.

Perhaps there are readers of "Navy News" who would welcome once again the tang of the sea, enjoying the cheapest possible holiday break among enthusiastic nautical learners.

Foudroyant may be a bit of an ugly duckling compared with the sheltered elegance of H.M.S. Victory in her neighbouring dry dock, but she is very much a "live ship," fulfilling an admirable purpose.

The old frigate is controlled by the Foudroyant Trust, which has as its aims the saving of the ship as a national monument, and the maintenance of a holiday training vessel for young people.

Discussions are already taking place on the need for a more sheltered berth for Foudroyant, and it is possible that a permanent resting place may be found at Buckler's Hard in the Beaulieu River.

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The mighty battleship H.M.S. Nelson is only one of the famous warships you can make from Airfix Construction Kits. This wonderful model is packed with detail—rotating gun turrets, anti-aircraft guns, whalers and cutters, all made from a 134-part kit costing 7/-. It's one of many exciting kits by Airfix. There are over 200 of them covering 13 different series. And at 2/3d. to 19/6d. you can well afford to make all your models just like the real thing.



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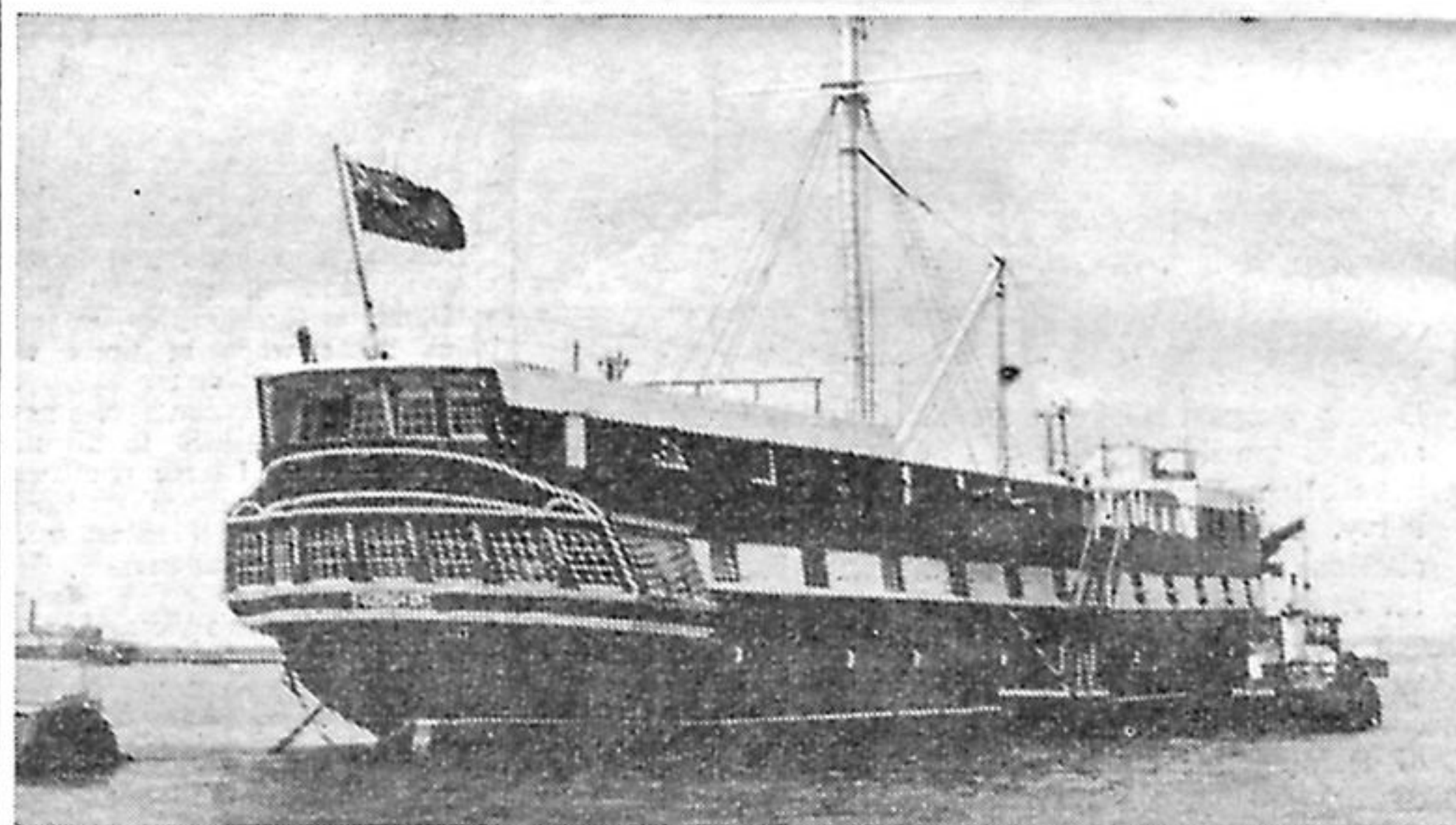
Just like the real thing!

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ARAD 196 A-3. New! 1/72nd-scale model of the German seaplane used for coastal reconnaissance and anti-submarine operations. It had a maximum speed of 195 m.p.h. and a cruising range of 670 miles. 43-part kit and transfers only 3s. 6d.

Airfix Catalogue 9d. and Monthly Magazine 2/-



A fine view of Foudroyant, showing the ornate stern and Great Cabin

Pearleaf to the rescue

The entire crew of 40 of the Italian tanker Mare Nostrum (31,962 tons), which went aground off the Oman coast, were rescued by the Royal Fleet Auxiliary Tidepool after the vessel had been abandoned.

R.F.A. TIDEPOOL IN COLLISION

Arriving at Yokohama with the destroyer H.M.S. Kent on a goodwill visit, the Royal Fleet Auxiliary Tidepool (25,931 tons full load) was slightly damaged in collision with a Japanese ship during fog.

Bells inscribed H.M.S. Vanguard and H.M.S. Norfolk, and weighing 3 cwt. each, were stolen from the home of Capt. John Litchfield at Bearsted (Kent).

Are You Tired

of sleeping in a cramped bunk or hammock on board ship? If so when ashore in DEVONPORT, book a room at

THE ROYAL FLEET CLUB MORICE SQUARE

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ORPHEUS VISIT TO DENMARK

Akvavit had them foxed

August Bank Holiday found H.M.S. Orpheus at sea, not for the usual exercises, but on her way to Denmark for her annual foreign visit. After a passage beset by gales and fog she arrived off Fredericia in the Little Belt.

Next followed a tricky passage through Kolding Fjord to the port of Kolding. Kolding is an important town with many light industries and an important cattle export market. It is a holiday centre.

Many of the ship's company had not encountered Danish hospitality before, and had some trouble in calculating their capacity for akvavit! They were entertained by the Lord Mayor at a special reception, and by private individuals in their homes.

A football match against a local team resulted in a minor disaster, with the locals winning 10-2.

The local Naval Association ran sightseeing tours and the officers were saluted with a home-made cannon when they arrived at the Garrison mess for a cocktail party.

Tours of a bacon factory and a briar-pipe factory were made. Orpheus pipe-smokers are now coveting their "Kriswill" pipes, which the firm presented to those who toured the factory.

Everybody was sad when the time came for good-byes. Kolding enjoyed its first R.N. submarine visit, and the sub-

mariners most certainly enjoyed Kolding.

The passage home to Scotland was the mixture as before—gales all the way!

Floating dock in the Garelock

Built at Portsmouth for the Navy's Polaris submarines, Admiralty Floating Dock 60 is now in the Gareloch, and will undergo deep-sink trials.

The 6,000-ton dock, which cost £2,000,000, was towed to the Clyde by tugs, and about 50 dockyard men went with her.

Movements of submarines

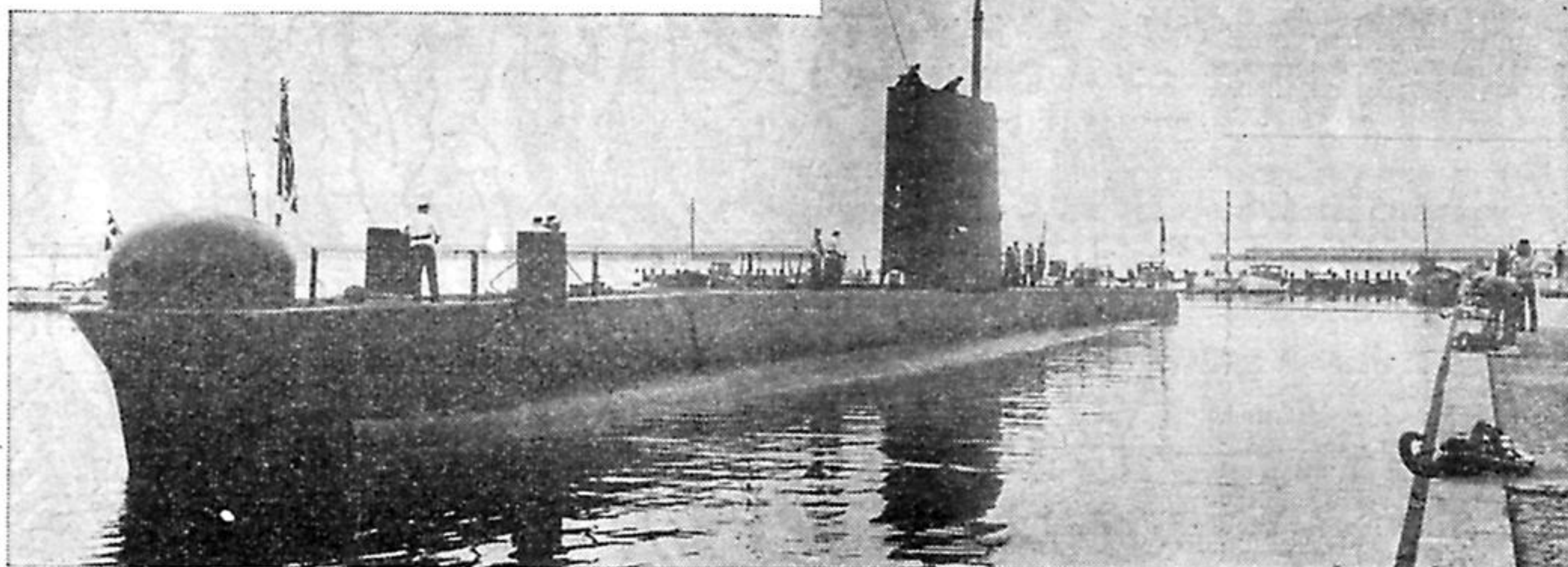
The following events will occur in the Submarine Command in October:

H.M.S. Token visits Bremen (13-17).

H.M.S. Aeneas visits Birkenhead (21-23).

H.M.S. Talent visits Wallasey (23-28).

SUBMARINERS' CORNER



Coming alongside at Kolding in Denmark, where H.M.S. Orpheus went for her annual foreign visit. More than 3,000 of the townspeople took the opportunity of going on board.

Land transport for Grampus

First boat in the First Submarine Squadron to have its own transport is H.M.S. Grampus.

The commanding officer, Lieut.-Cdr. Terry Andrews, saw an advertisement for a folding mini-cycle, and wrote to the makers, who obliged by presenting one for the boat.

"The conventional Navy bicycle is far too big to carry in a submarine," he said. "The new machine can stow easily, and will save a lot of time and shoe leather when we are in port."

The third Oberon class submarine on order for the Royal Canadian Navy was launched at Chatham on September 17. It was named Okanagan.

Two Sea Cadets, K. Brown and R. Joy, spent a week aboard H.M.S. Artemis during exercises in the North Atlantic.

A film called "Afloat," made aboard the submarine Fin-whale, was screened for TV.

The mother with her flowers

Just as H.M.S. Aeneas docked on a visit to the German town of Lubeck, news arrived of the submarine Hai.

A lady asked to come on board, and handed in a small posy of flowers with the request

that they be scattered at sea. Her son had been aboard the Hai.

The following Sunday, Aeneas held a service at sea, and the flowers were scattered and prayers said for the men of the Hai, and for all at sea.

Earlier, Aeneas and H.M.S. Truncheon had been at Helsinki, and great interest was shown in their presence.

It took the ship's company a little time to get used to a country without pubs, but many made friends ashore and were entertained in Finnish homes.

Third Squadron's open day

In spite of poor weather, nearly 2,500 visitors attended the Third Submarine Squadron Open Day at Faslane on September 10, when the depot ship, H.M.S. Maidstone, and the submarines Porpoise and Odin, were open to the public.

A demonstration of diving and snorkelling was given by the submarine Ocelot during the afternoon, and H.M.S. Kingsford, a seaward defence vessel of the Glasgow division of the R.N.R., carried visitors for short trips on the Gareloch.

Other live demonstrations were given by frogmen, and by the R.M.F.V.R. Special Boats Division.

Takings grossed over £170, and it is expected that the profit for naval charities will be about £120.

H.M.S. Maidstone operates and maintains seven conventional and two nuclear submarines, and is also responsible for the work-up of all newly commissioned submarines.

BACKBONE OF THE NAVY

Submarines will form the backbone of the Royal Navy of the future. —Lord Winterbottom, Under-Secretary of State for the Navy.

MAD DOGS AND SUBMARINERS

YES, the Seventh Submarine Squadron held their sports day in scorching heat on August 20, on Terror's grounds.

Overhead about the dads having to carry their wives "home" in the mums' and dads' race, "Makes a change to closing time routine!"

Sixteen units—six submarines and the 10 departments in Forth—battled through soccer, hockey, brighter cricket, volley ball, tug of war and swimming.

The Squadron Cook went to H.M.S. Anchorite.

In all this, there was some blood, no tears (much nicer to sport than work), and enough sweat to prove that Tiger breweries really do produce 15,000 gallons daily.

excellent service rendered by Miss J. Chrystal, B.E.M., who will continue to manage the new premises as well as the junior rates "Squadron Club."

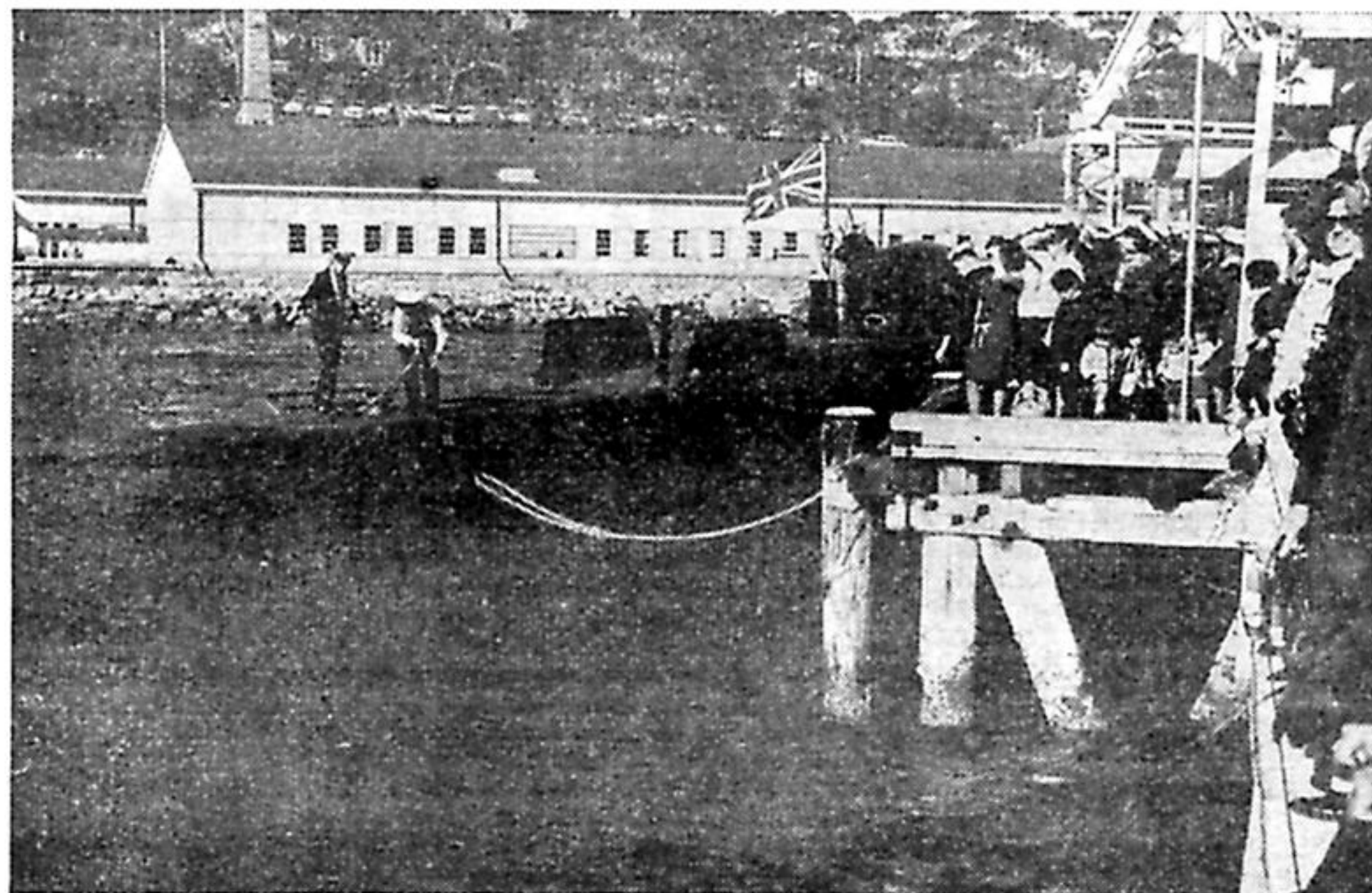
The temporary accommodation will become the Faslane Base Sailing Centre when the new Vista Club is completed in about 18 months' time.

'THANKS' TO OPPORTUNE

After H.M.S. Opportune had visited Middlesbrough (Yorks.), the submarine received a letter, "just to say 'thank you,'" from Mrs. Sadie Wilsdon.

"I cannot tell you how much we appreciated the courtesy of friendly smiles," said the letter. "My two little grandsons were thrilled, and so was I."

"At 74 my first visit to a submarine filled me with wonder and respect for the five officers and 50 ratings who man her. God bless."



Cast off! And H.M.S. Taciturn says farewell to Australia. With good eyesight or a powerful microscope, the "lamenting" ship's piper may be seen in the bows

14,500-MILE VOYAGE BACK TO U.K.

After serving for four years on the Australia Station H.M.S. Taciturn left Sydney Harbour on August 22 to steam home the long way—14,500 miles.

As she left her berth at Bal-moral, flying her paying-off pennant, she was serenaded by the band of H.M.A.S. Sydney. Later the ship's piper, A.B. Calder, of Polbeth, West Calder, played a plaintive lament standing in the bows of the ship.

Awaiting her arrival in the U.K. will be the wives and families of the ship's company, all of whom (except a few stricken by chicken-pox) at the last moment, flew home from Sydney on the previous day.

Taciturn arrived on the Australia Station after travelling eastwards from the U.K., and is now completing a circle around the world, travelling east-about through the Panama Canal.

The decision to steam east was to some degree influenced by the fact that few ships of the Royal Navy operate in the Pacific these days, and the chances of visiting the American naval bases are few.

An interesting itinerary of visits has been planned for the purposes of fuelling, maintenance, and recreation during the 90-day passage, and all are look-

ing forward to their first sight of Fiji, Canton, Hawaii, San Diego, the Panama Canal, St. Thomas, the Azores and (perhaps slightly less enthusiasm in the English winter), Spithead.

When the submarine arrives in England on November 18 she will have steamed 14,500 miles on the passage home, and have completed her final commission in the R.N.

Taciturn's departure leaves the Fourth Submarine Division with two submarines, Tabard and Trump, until the arrival of H.M.A.S. Oxley, the R.A.N.'s first Oberon, sometime next year, and the changeover from R.N. to R.A.N. will then be well underway.



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices—more blooms are sent for the same price during July and August, and a lesser number during December—owing to seasonal capacity.

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NAVY NEWS
October, 1966

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My name and address is:

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Navy News

EDITOR:
W. WILKINSON,
Royal Naval Barracks, Portsmouth.
Tel.: Portsmouth 22351 (Ext. 72194).

Appeals to compassion

HOWEVER organised and scientific become the arrangements for drafting, there are so many factors involved that the results must always retain some of the flavour of turning fortune's wheel, with good luck and bad luck as inescapable ingredients. The prize may be just what was hoped for—or a chit provoking blistering comment.

There are ways of trying to influence the outcome by the use of various possibilities, but even where these fail to match hope and reality, humanity demands that there should be the opportunity for a final appeal to compassion.

Acceptance of this as a principle does not make it any easier to adopt in practice. When one man is forced by circumstances to step aside, another has to take his place, and the extreme difficulties attendant upon such decisions were emphasised in the case of the explosion aboard the submarine Rorqual, in which two ratings lost their lives.

One of the victims was a last-minute inclusion in the crew, as a substitute for a colleague granted compassionate leave. The tempo of modern life brings so many dangers that the change could have been the means of saving him. But it was not to be.

Understanding

Dwelling too much on these matters can only deepen the distress already felt, but the case of Rorqual is worth recording for more than an illustration of the problems which beset those dealing with applications for compassionate leave.

In the first shock of her grief the widow was able to think of the others involved in the drafting change. "These things are always gone into most carefully," she added. "I would not like to think that they felt bad about it."

Navy wives have to possess or acquire the special qualities required to face the emotional and practical trials of their lives. Here was an example of generosity and understanding in keeping with the finest traditions of the Service to which they join themselves.



"If you pay freezee—us no squeezee."

OPENINGS FOR 'SECOND CAREER' MEN

Industry looking to the Services

THERE is still some slight, lingering, popular misconception of the ex-regular officer, as a rather rotund individual who is aged about 50, has a chest covered with medals, and an upper lip covered with whiskers.

He is apt to puff away and declare almost pompously that he is used to handling men, and therefore presumably can do anything.

Now this picture is just not true, and fortunately only a very small minority of people still have this idea.

It is a great mistake to label ex-regulars officers as a group as if they were all alike, because as with any group of people, within that group you will always find a great deal of variation.

Not long ago, when overseas, a number of senior officers were interviewed, and the first one seen and the last did most graphically illustrate the two extremes that you can meet.

Pleasant

The first one held a professional qualification, and had, in fact, quite an amount of civilian experience. Moreover he had a delightful attitude and a pleasant manner which I know full well would commend itself highly to any employer. These latter qualities are, of course, a tremendous selling point with any ex-regular officer taking

employment in the civilian field.

Modestly this particular officer wondered whether he might get any work if he did leave the Services.

This was a case of encouraging him, not necessarily to leave the Services, but rather to reassure him that not only could he get employment in civilian life, but he would probably have a second and very successful career there.

Lofty disdain

The last person we saw that morning, and illustrating the other extreme, was another officer who not only had no particular saleable quality or experience in the civilian field, but his whole approach and manner was one of lofty disdain. He was languid to a point of insolence.

Had he adopted this attitude with most civilian employers, he would have been shown the door before getting very far with the interview.

I quote these two instances, not to suggest that all ex-regulars come in either one of these categories, because the majority come in between the two, but to try to overcome the idea that all ex-regular officers can be classified as a type.

by
Paul Harrison

Ministry of Labour
Exchange Manager at
Portsmouth, in an
address to Rotarians.

made and are functioning to ensure that people leaving the Services are prepared in advance for what awaits them in civilian life.

The Resettlement Services available to all those about to leave are in the main directed to three aims. These are—Advice, Training and Employment.

Under each of these three headings, the three Services, the Ministry of Labour, and the voluntary organisations, such as the Officers' Association, and the National Association for the Employment of Regular Sailors, Soldiers, and Airmen, are linked and work closely together.

Re-engagement

Needless to say, in some circumstances the question of re-engagement is also taken up, for it becomes quite obvious during some interviews that the very best form of resettlement for certain individuals might well be that they should re-engage for a further period of service.

Training undoubtedly is the key to the whole problem. If Servicemen are to compete, then it is essential that they possess an acceptable and recognised qualification to offset any lack of civilian experience.

You would be surprised at the number of Service men and women taking "O" and "A" levels, City and Guilds examinations, and the like, with the help of the education branches in all three Services.

A serving naval officer came top in last year's examination results of the Chartered Institute of Secretaries.

By and large, ex-regular other ranks have little difficulty in getting employment in the present state of full employment and of high demand for labour.

Again, for those ex-regular officers who are qualified in some respect or other, there is also little difficulty. However, there are quite obviously a substantial number of officers who are strictly non-technical, or have no civilian qualifications, and these seek work needing personality and ability rather than technical know how.

Loyalty

Many of them have 20 to 25 years of good employment service left in them—they are well educated, have a high general intelligence, and a deep sense of loyalty.

They are highly responsible men, used to training men as well as leading them, and this must be recognised as a growing asset in modern industry.

After training, many of them are good for selling, for advertising, stock control, office management and personnel management, for employee training, and even for production planning, work study, and operational research.

Several years ago the Chief Adviser to the Government on resettlement of ex-regulars, the

Admiral Smeeton's carrier warning

The Navy will "wither and die" unless the Government reverses its carrier policy decision, according to Vice-Admiral Sir Richard Smeeton, former Flag Officer Naval Air Command, who resigned "for personal reasons" just before the Defence Review.

Writing in the NATO journal "Fifteen Nations," he criticises the decision to buy the American F-111, declaring that the Government's plan to cover 14,000,000 square miles of the Far East with land-based aircraft is hopelessly inadequate.

The Royal Air Force, he says, has been ordered to do this with only 25 F-111's and a few Phantom bombers based on Singapore and Northern Australia.

He says the Phantoms will have to fly sorties of up to eight hours, involving expensive flight refuelling and strain on crews.

BASIC NEEDS

Admiral Smeeton believes that without its own aircraft, the Navy will come more and more under the domination of the Royal Air Force and the Army.

These Services do not understand the basic needs of sea power, he declares.

The Sea Lords, says Admiral Smeeton, should restart the battle for smaller carriers of 45,000 tons, and make the fullest use of the Hawker-Siddeley P-1127 jump-jet, which can operate successfully from small ships.

NAVY SETS UP P.I. UNIT

The Royal Navy has set up a Programmed Instruction Unit, to assist with the application of P.I. throughout the Service.

Convincing evidence has accumulated to show how this method of instruction can contribute substantially to more efficient and more economical systems of training than have been possible hitherto.

The officer in charge of the Unit is Inst. Lieut.-Cdr. G. S. Stavert, M.A., of Southsea.

late Sir Frederick Hooper, emphasised the proposition that resettlement would come to be accepted not as a hazard to be faced and overcome, but as a normal stage in most Service careers.

He said this seven years ago, and the new thinking on resettlement shows him to have been correct.

The one certainty in a Service career is that it will end. Some 3,000 officers and 40,000 other ranks leave the three Services every year for one reason or another, and today the Services are being more and more regarded by industry as a normal source of recruitment.

Piracy in the Gulf

Down the centuries hundreds of thousands of British sailors have sweated away long days and breathless nights in the Persian Gulf, but few of them know anything of its history before oil was discovered there.

In *The Pirate Coast*, Sir Charles Belgrave, who was for 31 years Adviser to the Sheikhs of Bahrain tells the exciting story of the pirates of the Gulf.

The basis of this book is a diary kept by Capt. Francis Erskine Loch, R.N., covering the years 1818 to 1820, when he commanded H.M.S. Eden. During this period he had the Naval Command of the Gulf and saw the total destruction of the pirates.

Sir Charles tells of the power of the pirates and the savage

treatment of their victims, of the efforts of the British to suppress them and the final expedition against the Pirate Coast in 1818 which preceded the truce which gave the name to the Trucial Coast.

This book should make people realise how many British and Indian lives were lost during those years when Britain was engaged in freeing the Persian Gulf from the scourge of piracy.

(*The Pirate Coast*, Sir Charles Belgrave, G. Bell and Sons, Ltd. 39/-.)

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Officers leaving the Services, by using the cold canvass of personal application or answering advertisements; by using the Professional and Executive Register at my own office, or of others like it throughout the United Kingdom; or by using the Officers' Association, fill hundreds of middle-range vacancies every year.

Exceptionally, and this has happened twice in Portsmouth during the last three years, some managed to find employment in the £3,000-£4,000 p.a. bracket. Of course, the majority begin at about £1,000 p.a., give or take £250, but these would be jobs with prospects.

Today great efforts are being

The offensive power of the
modern submarine now
cornerstone of our strategy

Ships and men of the SUBMARINE SERVICE

Four-page feature special to

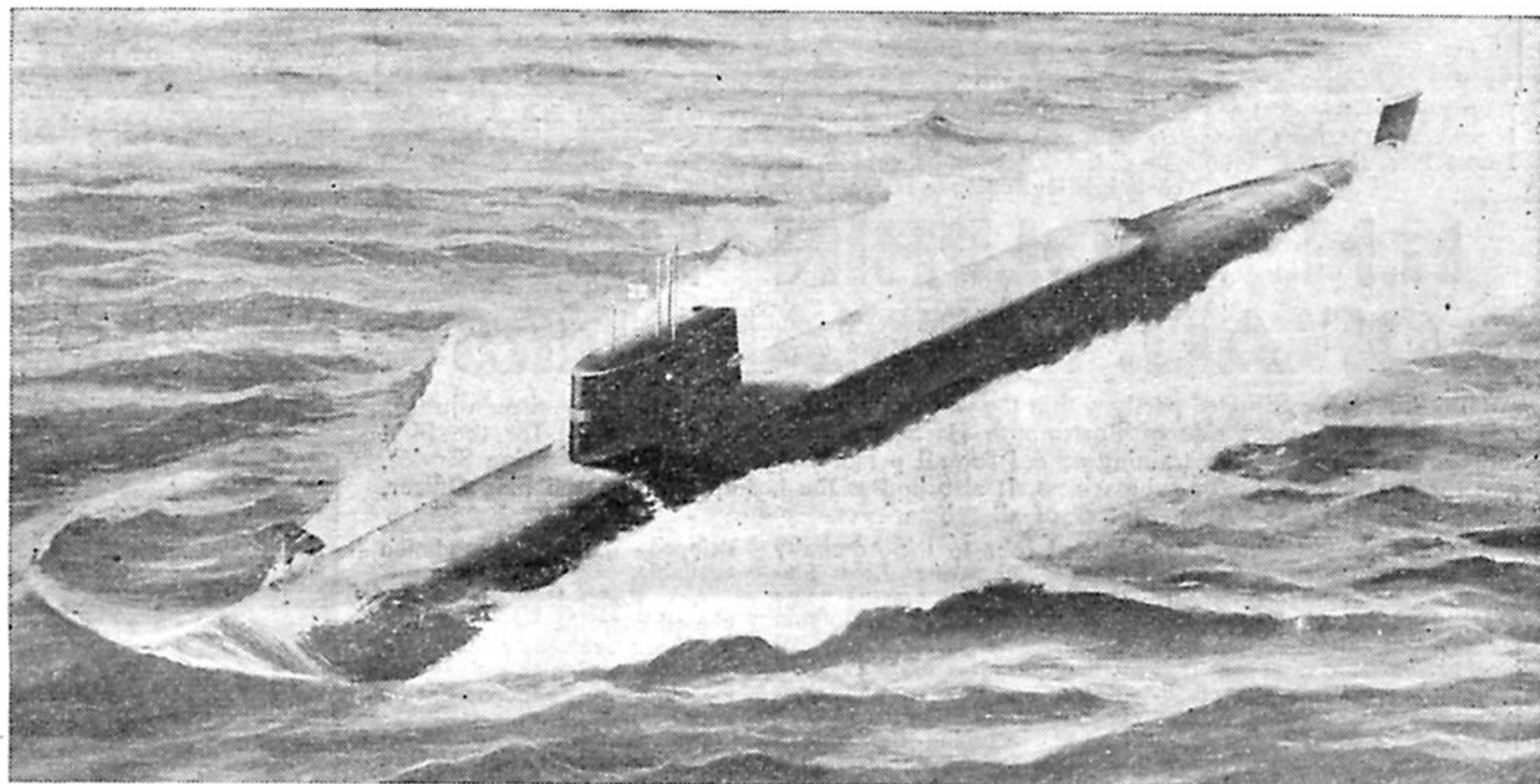
Navy News

DETERRENT

to any aggressors

An artist's impression (right) of the 7,000-ton H.M.S. Resolution, the Navy's first Polaris submarine, launched by the Queen Mother at Barrow on September 15.

Below is a United States Navy photograph showing the missile tubes of a Polaris submarine. The missiles are capable of greater destructive power than all the explosives used in the Second World War.



'DRAMATIC EXPANSION IN STRENGTH'

by
Rear-Admiral I. L. M.
McGeoch,
the Flag Officer
Submarines



Rear-Admiral McGeoch

Hitherto the submarine, as a warship, has been regarded by Britain primarily as a grim threat to her maritime security, in the hands of a hostile power, and only in a secondary sense as part of Britain's own naval defences.

This is no longer so. The potential for defence, which the characteristics of the submarine now offer, have been recognised by the Admiralty Board, upon whose advice the Minister of Defence plans to utilise to the maximum, consistent with our resources, the offensive power of the modern submarine as the cornerstone of British strategy.

All movement on land, in the air, and on the sea is becoming increasingly subject to surveillance and evaluation from satellites, aircraft, and submarines, and only beneath the sea it is possible to guarantee

the unseen deployment of military power.

Such unseen deployment is by no means always necessary or desirable in peace-time, but this capability is vital in times of tension or war. It can only be discharged by submarines.

THE CHALLENGE

In consequence, no arm of any Service today is undergoing such a dramatic expansion in strength and importance as the Royal Navy's Submarine Branch.

The tremendous human and technological challenge of our Polaris and nuclear building programmes account for most of this expansion and many aspects of the Polaris programme are covered in this Supplement.

Since the last submarine supplement in June, 1965, Resolution, Warspite and Onyx have been launched, Valiant has been commissioned, a fourth Valiant Class Fleet submarine has been ordered, the Polaris School at Faslane has been accepted, the construction of the Clyde Submarine Base and the redevelopment of H.M.S. Dolphin have been proceeding apace.

In all this current and

planned expansion, the interests and welfare of the submarines' companies have been given paramount consideration, and the facilities for housing, recreation, and training which are built into this programme are unequalled in the United Kingdom.

EXCITING LIFE

Those of you currently serving in submarines are beginning to feel the impact of these exciting events. To those of you who are not submariners, but who are qualified to join, I say—what about it?

This is a "growth industry," and nowhere else in the Navy will you find a more challenging, exciting, and satisfying life.

SERVED WHOLE WAR IN SUBMARINES

Vice-Admiral Sir Hugh Stirling Mackenzie, the Chief Polaris Executive, was born in 1913, and joined the Britannia Royal Naval College, Dartmouth in January, 1927.

He specialised in submarines in 1935, qualifying as a commanding officer early in 1941.

During the war he commanded H.M.S. Thrasher in the

Mediterranean and H.M.S. Tantalus in the Arctic, East Indies and Pacific.

Admiral Mackenzie returned to General Service in 1950 as Commander of H.M.S. Liverpool and, on promotion to Captain in 1951 he served as Captain, H.M. Underwater Detection Establishment, and then as Captain (D), First Destroyer Squadron.

He spent a year at the

Imperial Defence College before being appointed as Chief Staff Officer to the F.O.S.M.

In January, 1959, he took command of H.M.S. Ganges and in July, 1961, on promotion to Rear-Admiral he became Flag Officer Submarines.

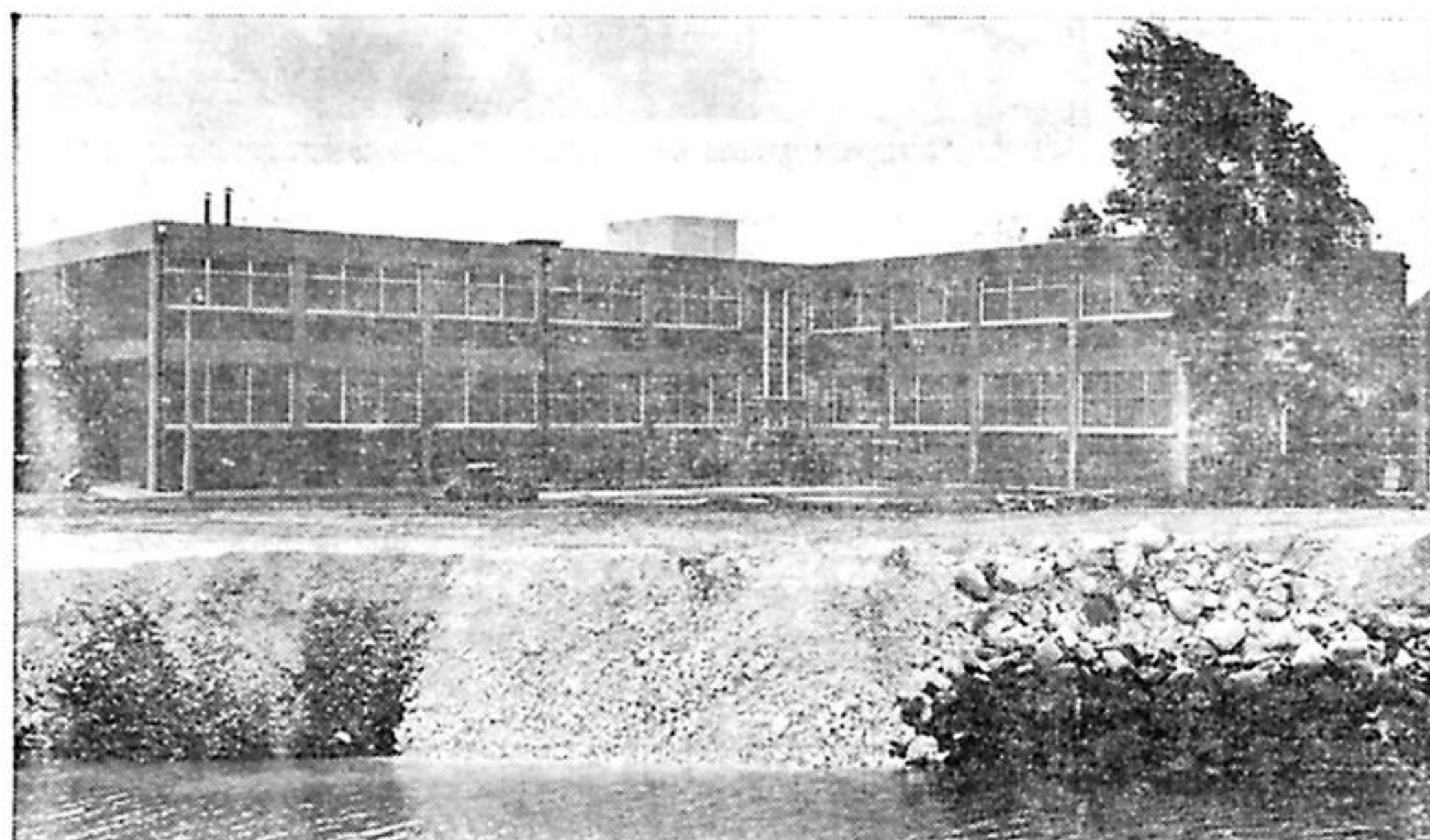
Admiral Mackenzie was appointed Chief Polaris Executive in January, 1963, being promoted to Vice-Admiral in August, 1964.



Vice-Admiral Mackenzie

TRAINING MOVES FROM THE 'BROWN AREA' HUTS

'College of the Sea'



Built for training efficiency and not beauty, the Application Courses Building at H.M.S. Dolphin is probably the most up-to-date and well fitted training building in the Navy. In this view from Petrol Pier, the old "millionaires' beach," with its rubbish and coating of oil, has disappeared beneath chalk infilling adding to Dolphin's limited land area.

H.M.S. DOLPHIN—HOME OF ALL SUBMARINERS

H.M.S. Dolphin, situated partly within the walls of Fort Blockhouse on the peninsula jutting out from the Gosport side of Portsmouth Harbour, is the operational base for the First Submarine Squadron, the training school for all personnel entering the Submarine Service, and the drafting depot for submariners. It also houses the headquarters of the Flag Officer, Submarines. It is the "Alma Mater" of all submariners.

Although the origins of the Fort are obscure, the first known records dating from 1431, there is no doubt that fortifications existed on the site long before then.

Heavy armaments were first installed at the beginning of the 16th century. Most of the fort which remains in use today was built in the late 17th and early 18th centuries.

The fort was manned by the Army until the beginning of this century, when it was

handed over to the Admiralty as a "Submarine Boat Station," taking its present name from the sailing ship Dolphin which was used for accommodation purposes until 1923.

Over the years new buildings have been built and old ones altered, including the conversion of the old stables to the present-day wardroom.

New accommodation for ratings was completed in 1957, but the increases in training commitments have already out-

stripped the accommodation available.

A Redevelopment Plan phased over the next 15 years, has been evolved, priority being given to junior ratings' living quarters, and construction is due to start soon.

Buildings recently completed or started include a complete new Submarine School, a new engineers' workshop and office block, together with an extension to the wardroom.

H.M.S. Dolphin was, of course, the main United Kingdom base for the operation of submarines in both wars. Many interesting mementoes of the wars and of the peace-time Submarine Service are on display in the Submarine Museum.

QUEEN'S COLOUR

The Queen's Colour, which hangs in the wardroom, was presented by the Queen on June 8, 1959 "... in memory of the splendid achievements of the Submarine Service in the past, and in recognition of the vital part it will play in the defensive strength of this country and the future of the Royal Navy. ..."

All systems 'go' in the Faslane Base

Since the Third Submarine Squadron was last "Open to the public," a lot of water has flowed through the Rhu narrows. The vast complex of the Faslane Base has become more complex as workshops, jetties, stores, administration and accommodation buildings take shape.

The new Polaris School has been officially opened. H.M.S. Narvik, the Base Accommodation Vessel, has become more accommodating, and married quarters are being finished and furnished at a steady pace.

Keeping a speculative eye on it all is H.M.S. Maidstone, which has continued to keep her brood in fighting trim and to work-up newly commissioned submariners.

Occasionally she has sailed for exercises or to have breather in Gibraltar, Portsmouth, or some other relatively sun-kissed spots. The "brood" has had long

There is no glut or entertainment ashore, but the situation is improving. The Vista Club has moved into new accommodation and dances have been organised in Helensburgh to help integrate the lads and the local lasses.

The sporting activities are varied—from the usual to fishing, skiing and golf—and the Third Squadron has had its success. The Command Shooting Trophy was won, the soccer team won the Helensburgh Advertiser Cup, and St. John Hill was a joint winner of the annual 50-mile walk into Helensburgh.

This is the new Gareloch—a place buzzing with activity and opportunity.

AND 95 PER CENT WANT TO STAY

For many years submarine training at H.M.S. Dolphin was carried out in a collection of old huts known as the "brown area." There the students froze in winter time and sweltered in summer.

What equipment there was came from submarines on their way to the breaker's yard. It was all rather primitive and it worked well enough, because the main training ground was at sea, learning on the job.

With the arrival of the "P" and "O" class submarines, with their vastly increased electronic equipment, the system creaked: its death knell was rung by the tremendous advances embodied in the Dreadnought and the Valiant class and Polaris submarines.

The great increase in numbers needing training, and the non-availability of training billets in nuclear-powered submarines made it necessary to find another training system.

PLANNING BEGAN

While the building programme got under way, the old Hornet accommodation in Gun Boat Yard was taken over as instructional buildings, and the planning began.

The first building completed

to-date classrooms to be found anywhere, this building is fitted with the whole range of modern submarine fire control, communications, and navigational equipment.

The final stage of construction is the Weapon Launch Building, due to be completed next June. This will house the Polaris torpedo tube, loading, and discharge gear, and its opening will mark the final transition from a few huts to as up-to-date and well-found a school as may be found anywhere.

The number of officers under training has doubled in the last 10 years.

All rating training done in the Submarine School is a sequel to professional training in the specialist schools, and usually comes after General Service experience.

Many arrive unwillingly but at the end of the first period in submarines 95 per cent. want to stay.

Many critics of the "South

'UNSEEN' STRENGTH

In the beauty of the fading day the Fleet submarine Dreadnought and merchant ships on the horizon are symbolic of Britain's maritime needs.

Below, an ordinary chore in a nuclear-powered submarine is pictured with dramatic effect. The sailor is using the laundry!



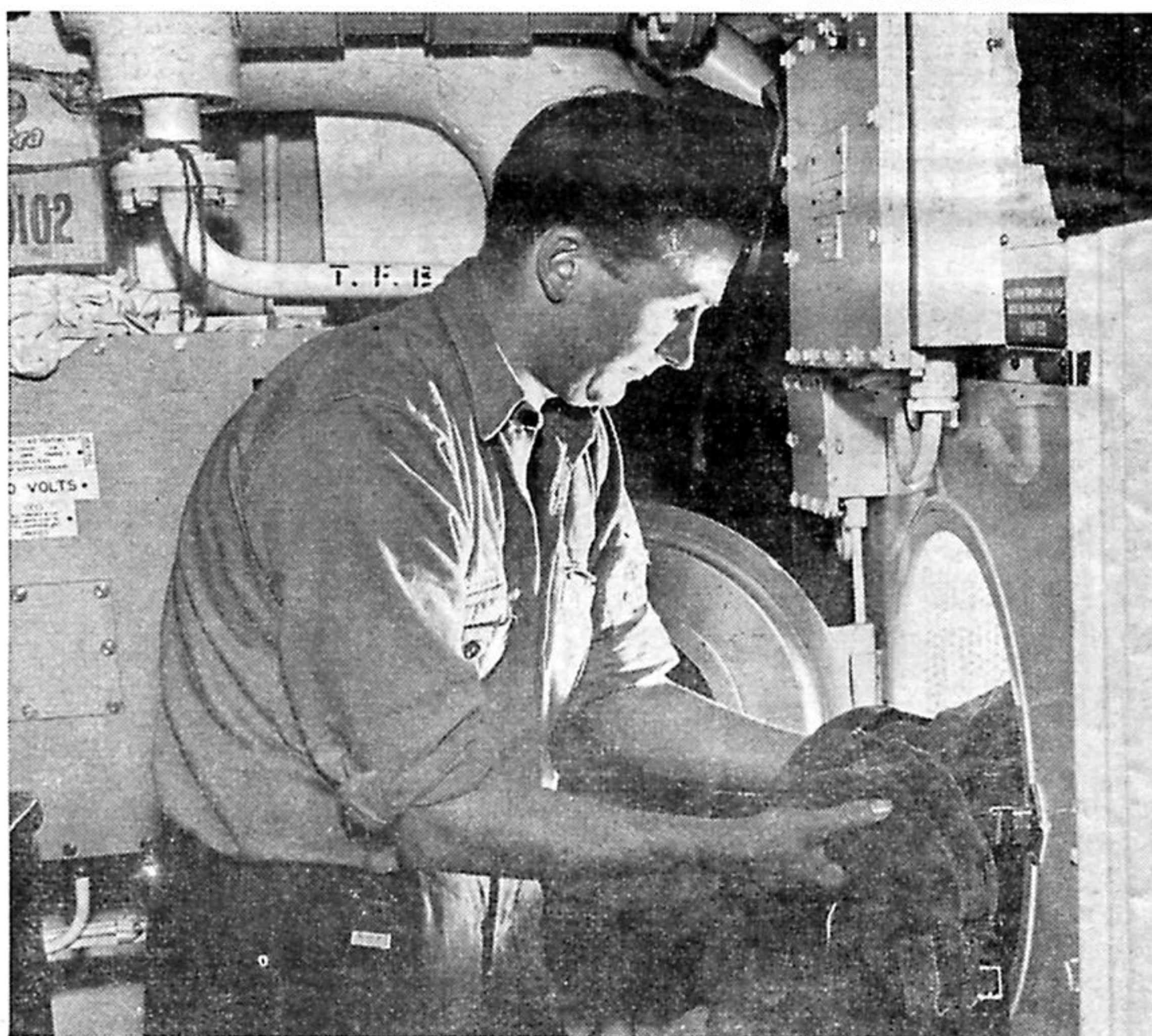
Rear-Admiral T. H. Maxwell, Director-General of Naval Training, unveils a commemorative plaque in the General Courses Block at H.M.S. Dolphin

GUNS FIRED IN ANGER

The guns of H.M.S. Dolphin have twice thundered in anger. The first time was when Parliamentary troops fired on the Royalists holding Southsea Castle in August, 1642.

Three hundred years later, two pom-poms and the (elevated) saluting guns were letting go at raiding German aircraft.

The latter guns were temporarily converted by the engineering department to fire a sordid mixture of old iron.



was the General Courses Building, opened in November, 1965, by the Director-General of Naval Training, Rear-Admiral T. H. Maxwell, himself a submariner.

Courses include the "front end" training for Valiant class and Polaris submarines, as well as submarine courses for Polaris weapon specialists.

The building also houses the "P" and "O" torpedo tube and loading gear, as well as sonar type 2001—a far cry from the original asdic sets. Alongside stands the submarine control simulator.

FINAL STAGE

The doors of the Application Courses Building opened to the first customers in September, 1966. Apart from the most up-

Coast College of the Sea" claim that the money would have been better spent on another submarine and the staff better employed manning her.

'BRIGHTEST JEWEL'

We know what their reaction would be if they arrived at an airport to hear, "We haven't wasted any money on training this year—we bought two new aeroplanes. Your pilot hasn't flown before, but he's a good lad and keen to have a try."

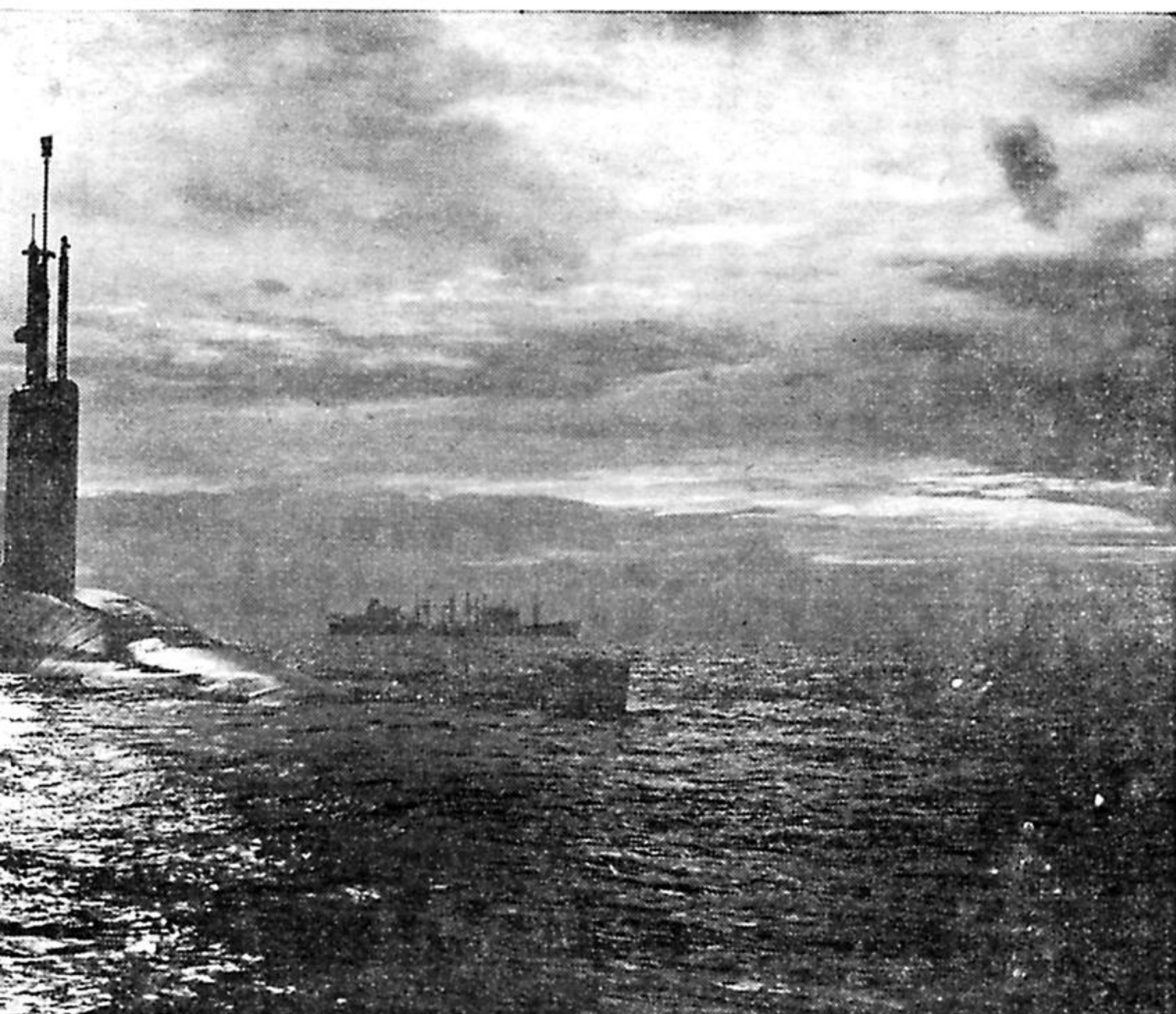
The 20 plus officers and 60 ratings manning the school are providing an effective backing to the country's deterrent force and what might be considered as the brightest jewel in Britannia's crown—if it didn't spend so much of its time out of sight and hence, alas, out of mind.

'TYPED' TO

The past proliferation of type names for submarines resulted in confusion about the roles and capabilities of these warships.

This has now been rationalised, as far as British submarines are concerned, by dividing them into three types.

First, POLARIS submarines. The first of these 8,000-ton monsters (H.M.S. Resolution) will join the Fleet in mid-1968, and three more will follow at six-monthly intervals. As they become operational, the Royal Navy will take over from the V-bomber force of the Royal Air Force the main responsibility for the British contribution to the strategic deterrent forces of the



The warship of the future

The development and evaluation of the Close Support role of the British "Fleet submarine" is one of the most important and exciting milestones in the history of the defence of shipping.

It is little known or appreciated outside a comparatively small circle, but it is an aspect of maritime warfare technique about which more and more will be heard in the future.

The fleet submarine combines the following features:

- (i) a deep-diving hull;
- (ii) nuclear power, giving her the capability of sustained high speed if required (no replenishment at sea problem, no need to snort to recharge the battery, and no need to renew the air from atmosphere);
- (iii) months of sea-going endurance;
- (iv) a very large weapon load and the latest fire control equipment;
- (v) the finest, most advanced and proven sonar set in the world, specially designed to give the submarine the maximum tactical flexibility.

FAR AHEAD

The combination of all these features enables Fleet submarines to be used in anti-submarine and anti-surface ship support of Task Forces, convoys, Underwater Replenishment Groups, or amphibious forces.

These submarines range far ahead and around the escorted force, seeking out (at ranges measured in many miles) enemy submarines lying in wait or enemy surface ships lurking below the radar horizon.

They can attack these targets

either with their own torpedoes — particularly in the case of heavily armed surface ships, because, before very long, we will not have the sea-borne air power to do the job, and already our most heavily armed destroyers can "speak" with four 4.5-in. guns only in the anti-surface role.

Or they can, if desired, "home" in ships, helicopters or Coastal Command aircraft to do the job in the case of submarines, fast patrol boats, or perhaps hovercraft.

Here is one ship which, with

one basic weapons system and a small crew, can provide unequalled anti-submarine and anti-surface capability world-wide, and unsupported at sea.

It can deploy rapidly and secretly. It is unworried by the threat of air or missile attack; it can operate unhindered under a biological warfare and nuclear threat; in fact, it is the warship of the future.

WHERE ARE WE GOING?



"A good question," the Navy as a whole might say, as Mr. J. P. W. Mallalieu, Minister of Defence (Navy) peers through a periscope. But in the Submarine Service they have a well-defined role — and no doubts about the future

POLARIS SILENCE —AND REASONS

There are a lot of misconceptions about Polaris, in terms of cost, in terms of achievement, in terms of the weapon. A number of people burst into print on the subject without knowing the whole story (writes a correspondent) and this gives rise to muddled comment and thought.

Why don't the Polaris Executive tell us more about the Project? We would then have an official line and be able to sort out the fact from the fiction.

The Royal Navy have never been great talkers: our reputation as the Silent Service has grown over the years out of a general policy of making official statements when we have something to say, and stating bare facts without embellishment.

When we come to the Polaris project there are other cogent reasons for preserving silence.

The general public do not see many pictures of the submarines building. Why? Because the opposition could mathematically deduce quite a lot of information about a submarine's performance from a very ordinary-looking photograph.

The Polaris weapon system is of course an American product. They have sold us the

hardware and the knowledge required to operate and maintain it at a bargain price, and naturally we must undertake to guarantee no breach of security.

Indeed this undertaking has been written into the Polaris Sales Agreement. So we will not be reading very much about the Polaris Weapon System.

Progress in the Polaris Project is reviewed by the Chief Polaris Executive, Vice-Admiral Sir Hugh Mackenzie, every fortnight, in a somewhat unusual way.

PLANNED PROGRESS

The programme is so complex and so many things are going on at once, that it would be impossible to review every item. What has to be done, therefore, is to report only the difficulties and delays experienced or expected.

Progress to plan is taken for granted unless the officer

responsible reports otherwise. In this way the team controlling the project can take measures to forestall difficulties and keep the plan to time.

Very occasionally the conclusion of a major milestone cannot be hidden from the public view. It happened at the commissioning of the Royal Naval Polaris School on June 30. It happened when a floating dock left Portsmouth on September 7. It happened when the Queen Mother launched H.M.S. Resolution at Barrow-in-Furness on September 15.

It will happen again when H.M.S. Renown is launched at Birkenhead in February.

These milestones happen to schedule.

It is a pity in many ways that the Polaris trumpet is not blown a little more, but we can be absolutely sure that the lack of a fanfare does not mean no progress on the Polaris Front.

After 64 years—a new era beginning

Until 1899, Great Britain had been in favour of prohibiting the submarine as a weapon of war, but when she realised that other nations were developing them, she decided to enter the field.

On October 2, 1902, the first of five submarines was launched at Barrow by Vickers, Son and Maxim. She was the Holland Boat No. 1, and had a surface tonnage of only 105 tons.

The Hollands, invaluable for solving the early problems of ballasting and air purification, were hardly ideal as a sea-going weapon of war, and the Admiralty designed its first all-British submarine, the "A" class of 180 tons, with a 500 h.p. Wolsley petrol engine.

So rapid and sweeping were the changes and developments in the early days of the Navy's Submarine Branch, that by 1914 the Royal Navy had seven flotillas for home defence patrols and one Guard Fleet Flotilla.

Hydroplanes had been designed, developed and improved, petrol engines had given way

to diesel—via steam—and each successive class was getting bigger, faster and more reliable.

By 1918 came submarine monitors with a 12-in. gun, capable of firing an 850-lb. shell at a range of 20,000 yards, and the particularly fine "L" class, 900-ton patrol submarines, some of which were still in commission at the start of the Second World War.

Although the submarine of the First World War was still in its infancy, the bag was impressive. In European waters British submarines sank one cruiser, three large auxiliaries, four destroyers, 13 U-Boats and one Zeppelin.

Many more ships were sunk and damaged in the Atlantic, the Baltic and in the Mediterranean, but the Navy's losses were heavy too.

Seven submarines were lost in peacetime in preparation for the war and 56 more during hostilities. More than 1,250 officers and ratings had lost their lives in submarines up to 1919.

Experimental and development work went on between the wars. There were boats with four 5.5-in. guns as well as torpedo tubes, submarines designed to lay mines, another which carried a seaplane, and the River class of over 2,200 tons which had a surface speed of 22 knots from twin diesels.

When the Second World War broke out, Britain had 57 submarines dispersed throughout the world. In over 3,000 hazardous patrols, more than seven cruisers and pocket battleships, 20 destroyers and 40 U-Boats were destroyed, and two battleships, 12 cruisers, five destroyers and 40 other war vessels damaged.

HEAVY TOLL

The amount of enemy shipping sunk or damaged by British submarines totalled more than 2,000,000 tons, and nearly 4,000 mines were laid and over 250 special "cloak and dagger" operations carried out.

The cost was the loss of 74 submarines with 3,160 personnel, equal to the total strength of the whole Submarine Branch in 1939.

Like the first Holland boat, the Dreadnought and her "Fleet" and "Polaris" successors are opening up a new era for the Navy.

In their way they are innovations as great as that forerunner of 64 years ago, or as significant to the Navy as the changeover from sail to steam.

WHERE THEY ARE TODAY

The strength of the Navy's submarine fleet is 42 patrol boats (including 10 refitting in the United Kingdom) and two fleet submarines.

In addition, four polaris, two fleet and one patrol boat are being built for the Royal Navy.

There are 14 patrol boats in the First Submarine Squadron based on H.M.S. Dolphin. Seven patrol and two fleet are based on H.M.S. Maidstone at Faslane and, forming the Seventh Submarine Squadron based on H.M.S. Forth at Singapore, are seven patrol boats.

Two patrol submarines are in the 4th Submarine Division, based on H.M.A.S. Penguin, at Sydney, N.S.W., and one patrol based at Halifax, Nova Scotia.

AVOID ANY FURTHER PUZZLE

Atlantic Alliance. They carry 16 A3 Polaris missiles (each with a range of 2,500 miles) and can fire the latest torpedoes from six bow torpedo tubes.

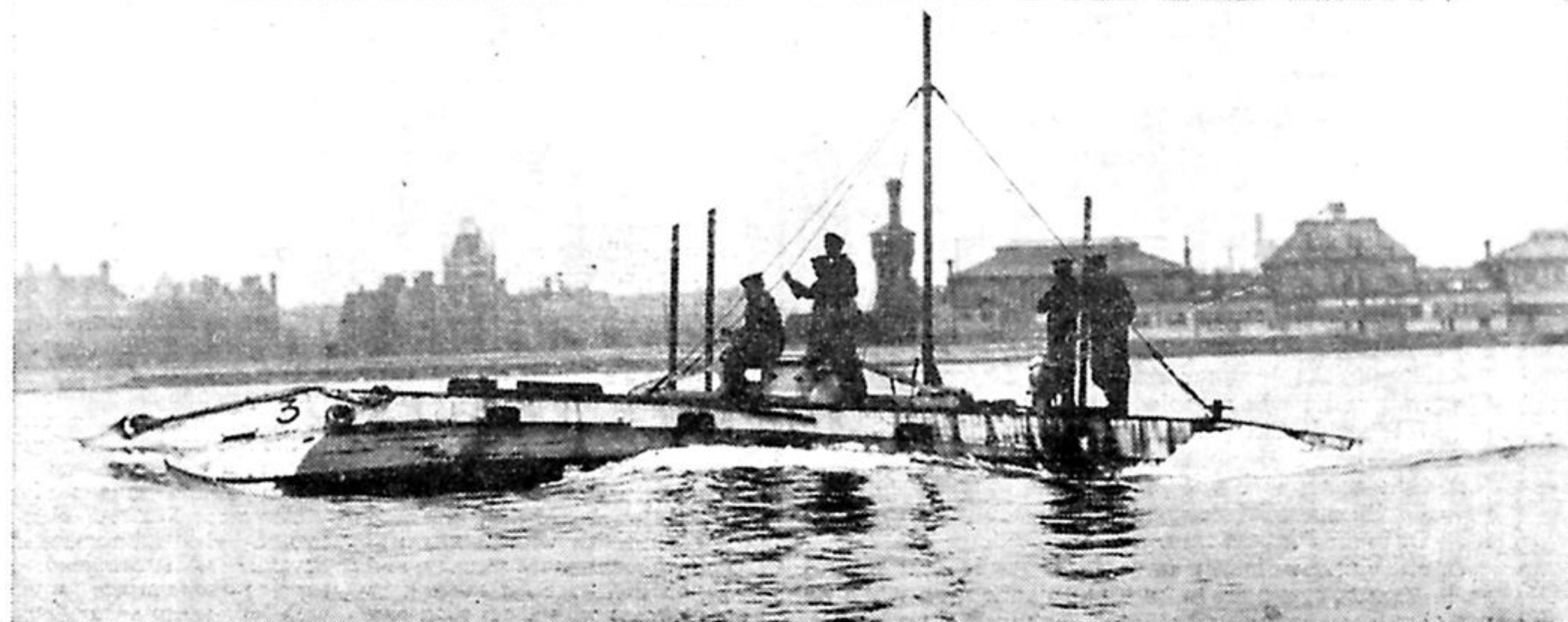
Second, FLEET submarines. H.M.S. Dreadnought and the Valiant class come into this category.

These are general-purpose submarines which, because of their nuclear power, can operate for prolonged periods in close support of surface forces in addition to their more traditional submarine roles. (Note: the term "Fleet" follows the precedent used, for

example, in "Fleet destroyer" and "Fleet carrier").

Third, PATROL submarines. This term embraces the diesel-electric powered boats which will form the bulk of our submarine force for about the next ten years.

Though they lack the mobility of Fleet submarines, our Patrol submarines are a long way removed from their predecessors of only a few years ago, and still pose a powerful threat to the most heavily protected surface ship and to enemy submarines, besides being able to carry out reconnaissance, mine-laying, landing small parties of specially trained Marines, and other covert missions.



One of the first all-British submarines of the "A" class

New Guinea heat to New Zealand snow

TABARD MEN RETURN WITH THE BACON

Soon after "enjoying" temperatures of over 100 degrees F. in New Guinea, the ship's company of H.M.S. Tabard were searching for winter woollies to keep out the cold of a new New Zealand winter.

Following the annual anti-submarine exercises with the Royal New Zealand Navy in the Auckland area, Tabard visited Napier in North Island, and Lyttelton/Christchurch in the South Island.

Although the weather was cold, the reception made up for it. Apart from the more normal

social activities of a dance, bus tours, beer and skittles, there were the less usual sports of deer-stalking and pig-shooting.

The hardy team which set out at 5.30 a.m. one cold and frosty morning from Napier shot a 128-lb. sow and a 70-lb. pig. Presumably practice makes perfect, for the bag at Lyttelton was one deer and four pigs.

As if arriving at Lyttelton on the coldest day of a cold New Zealand winter with snow on the surrounding hills was not enough, the good citizens of South Island were determined to show the visitors the real snow of the Southern Alps.

Though the temperature was low, the air was dry, the sun bright, and the party were treated to views no less beautiful than those to be seen in the European Alps.

An enjoyable tour was rounded off by a swim in the naturally hot springs, an unforgettable experience, with snow lining the edge of the pool.

Although the "Open to visitors" days in previous ports had invariably attracted thousands of people, these were surpassed by the crowds who arrived at the port of Lyttelton to see Tabard. The normal open-to-visitors hours were doubled, but still many thousands had to be turned away.

In two days, over 4,000 people passed through the submarine. The Lyttelton to Christchurch tunnel had a record number of 5,000 cars through it on one day.



Do submariners ski as well?—Only for fun, enjoying a break in the Cairngorms

MISSILE BASE WITH CLUB FLAVOUR

Much has been written about the operational aspect of Polaris submarines, but little has been written about the support facilities which, in their way, are also very remarkable.

Why was Faslane chosen as the main operating base? Factors that had to be considered were—accessibility by sea and land, not too close to civilisation but close enough to give reasonable amenities to families, nearness to diving and operating areas, and an armament depot. Faslane was the answer.

Out of the mud and rubble of the old Third Submarine Squadron base will arise £47,000,000 worth of new equipment, offices, amenities, and houses.

The base will resemble Butlin's, a missile station, and a club "Mediterranean" rolled into one. It is designed to cope

with a full squadron of fleet and patrol submarines, as well as the Polaris submarines.

On arrival, the boats will berth at a new jetty, with four travelling cranes, at which lubricating oil, electric power, "fish," or distilled water can be provided.

There is a covered heated swimming pool—and there are Wrens. There are also 20 Bosun sailing dinghies and a Windfall cruising yacht.

For the athletes' facilities will exist for soccer, rugby, tennis, squash, in fact for all sports.

For relaxation there is the tavern in the mess and recreational building, which also houses a N.A.A.F.I. shop, loan and cash clothing store, cobbler, tailor, barber, snack bars, bowling alley, library, TV

lounge, and a games room for table tennis, darts, and billiards. The Highlands are close and camping, fishing, and skiing are all available

LIFE ON BOARD

Life on board a Polaris submarine will be as different from a patrol submarine as can be imagined.

There will be two eight-week trips a year (less than 33 per cent. of the time at sea), three decks, no battery ventilation or snoring, no ditching of "gash" up the tower, and no leaking vents on bunks.

Messing will be on a cafeteria system, with several choices of hot or cold dishes provided by four chefs. There is also a canteen and a washing-up machine.

Senior rates have a lounge and coffee bar between two and three times the size of a Porpoise P.O.s' mess, bunk space, and a dining hall.

Junior rates have a recreational space, a dining hall and a bunk space.

There are three film projectors and 60 films, a library of 600 paperbacks, and facilities for language and civilian correspondence courses.

The question of doing part of advancement course on a similar system is being looked into.

If you get involved with the Polaris project you are joining a system devised by the finest brains in the West.

You will have a very demanding and challenging duty on board, but balanced against this your family will have much more security, and you will have far more time at home with them than any other seagoing submarine appointment.



P.O.M.(E) Wall and E.R.A. Willstead with their kill—wild pigs



Vice-Admiral S. M. Raw

Seventh is top of poll for volunteers

The Seventh Submarine Squadron, based on H.M.S. Forth at Singapore, is top of the popularity poll in terms of volunteers, and no wonder for, when off duty, men have easy access to golf, tennis, swimming, sailing, and all other sports.

Outside the Base, prosperous Singapore, with its never-ceasing contrasts of new and old, is a constant fascination. Temptations to the pocket range from multi-transistor tape recorders in traditional Chinese porcelain.

Away from the base there are visits to Hong Kong, Bangkok, or Manila, or taking time off for a traditional "banyan" on a sandy island shore, or anchoring in a little known coral anchorage for a refreshing bathe.

Of course there is work—hard work at times. To cover 70,000 miles in a two-year commission is commonplace.

DUMMY ATTACKS

There are exercises—dummy attacks against the fleet, landing a raiding party, acting as target for the anti-submarine helicopters, or providing services as the frigates and destroyers of the fleet sharpen up their defensive capabilities.

There are five "A" class and two "O" class submarines in the Seventh—all streamlined, quiet running submarines equipped with long-range sonar detection gear and armed with guided and homing torpedoes.

Old Comrades Ass'n now has 27 branches

Between the two World Wars, several Submarine Old Comrades' Associations were formed in various parts of the country becoming, naturally, rather dormant in the Second World War, but after 1945 they regained their vigour.

It soon became apparent that there were many submariners, now retired, who were out of touch with old friends of the Service, and of events of special interest to them.

In 1954 a meeting was held in Fort Blockhouse at which ex-submariners from various parts of the country were present, and the idea of a National Association came into being.

In the following year the decision was made to form one Association. The ideals and aims were to foster the friendship and comradeship peculiar to all members of the Submarine Service.

Branches quickly came into

being, and today the number is 27. Contacts have been made in Australia and Canada, and there are corresponding representatives in Rhodesia, America, Hong Kong, and South Africa.

The president of the National Association is Vice-Admiral Sir Sydney M. Raw, a former Flag Officer Submarines. The address of the secretary is 18 Ruinhams Road, Chatham.

Found their rabbits. L.S. John Small and L.S. Ronald Hill, of the Seventh Submarine Squadron, ashore in Singapore



IN PRAISE OF THE WIVES

An International Labour Organisation expert on Vocational/Rehabilitation recently praised a voluntary group comprised largely of wives of submariners attached to the Singapore Naval Base.

He said: "The group has been instrumental in creating a new and refreshing atmosphere among the handicapped child-

ren in the Johore Bahru Jubilee Children's Home.

"The group has done much for the children concerned, not only in care, but in providing much-needed equipment for the home.

"This voluntary group has every reason to be proud of its achievement," he added.

Facilities for families

Knowing that his family is comfortable makes life much easier for a man at sea, and a very great deal of thought went into the planning of houses and schools in the Faslane area. Full details are being publicised throughout the Navy.

Waiting time for houses will be about two months, and the three-year rule will be abolished at Faslane in due course.

At Kirkmichael, above and behind Helensburgh, the Churchill estate will contain 790 houses. At the bottom of the estate is the New Hermitage Academy School, which will take 1,000 children.

A daily newspaper will be produced in submarines on patrol, with a special news summary incorporating local news from the Faslane area.

Special arrangements have been made for several social family messages to be sent to each man while on patrol.

AMPHIBIOUS EXERCISES PLAN Two-Service Fearless off to the East

Amphibious exercises with all available troops in Aden and the Persian Gulf will be on the Middle East schedule of the 12,500-ton assault ship, H.M.S. Fearless, which left Portsmouth on September 13.

She is expected in Singapore by Christmas, and will not be returning to the United Kingdom until the end of next year.

As the last stores were being taken aboard on the day before her departure, eight Army Alsations were also among the arrivals. They are being taken to Malta, and from thence to Cyprus by Royal Air Force transport.

In the ship's company of 520 are 25 Royal Engineers and about 90 Royal Marines, forming a Joint Amphibious Beach Unit. Some Royal Engineers may be replaced by members of the Royal Corps of Trans-

port, who are the Army's experts in stowing and handling equipment and supplies.

A Beach Recovery Section, R.E.M.E. also forms part of the joint unit.

Integration of two Services under one command means that, in port, Army officers take their turn as officer of the watch, and soldiers operate on gangway duty.

Commanding officer of Fearless is Capt. H. A. Corbett, R.N.

SHELL MEMENTO

In the trophy case of his ship is a memento of another ship of the name, the cruiser which

was in the Battle of the Heligoland Bight during the First World War.

After the engagement, officers' steward Edward Hill, of Portsmouth, now aged 80, found that a 4-inch German shell had bounced into his cabin and ended up on his pillow. The shell was still warm.

Mr. Hill had the nose of the shell mounted on a plinth, and for 20 years now it has been a doorstep for his garage.

The opportunity to present the shell came when a reunion of old Fearless was held aboard. Mr. Hill was the oldest of the visitors.



On board H.M.S. Fearless, the First Sea Lord, Admiral Sir Varyl Begg, talks to Lieut.-Colonel F. A. Newall, R.A., G.S.O. 1, Assault Ship Army Trials Staff. Also in the picture is Brigadier J. H. S. Majury, Commander, 2 Infantry Brigade (the senior Army officer immediately connected with the Fearless trials and evaluation.) Fearless has had a procession of V.I.P. visitors, including Admiral of the Fleet Earl Mountbatten, and Field-Marshal Sir Richard Hull, Chief of the Defence Staff.

Sons of Albion trip from Plym'th

The 27,300-ton commando carrier H.M.S. Albion, back from the Far East, put in at Plymouth Sound on September 7 for customs' clearance, and for her helicopters, forming 848 Naval Air Commando Squadron, to fly off to R.N.A.S. Culdrose.

Several sons of Albion's sailors joined the carrier, and had the thrill of accompanying their fathers on the passage to Portsmouth, arriving next day.

Families and friends numbering about 1,000 thronged the jetty as the carrier drew alongside, the arrival heralded by one of her helicopters drawing a paying-off pennant.

While Albion was away, 18 members of the crew announced wedding plans. One of them was Radar Operator First Class Brian Young, of Billericay, Essex, who met a 16-year-old girl in the Seychelles, proposed after two days, and was accepted.

His bride-to-be, Doryleen Larue, was flying to the U.K. for the ceremony.

Albion's homecoming marked the end of her sixth commission, during which she steamed 86,000 miles and visited 13 countries. She was last in home waters in March, 1965.

In the Far East, Albion operated with all five commando units, and with several infantry battalions. Helicopters were active in taking aid to natives in Borneo, flying them back to hospital from the jungle, and

transporting personnel for general medical and dental treatment.

The carrier is commanded by Capt. B. C. G. Place, R.N., who was awarded the V.C. for his part in submarine attacks on the Tirpitz. She will recommission towards the end of the month, and is expected to refit in Portsmouth Dockyard before leaving for east of Suez again next summer.



Flag-waving children waiting at Portsmouth on September 8 to greet the crew of H.M.S. Albion on their arrival from the Far East

"Light-hearted and frisky" is the meaning of caprice, and the destroyer of the name lives up well to the title

CAPRICE'S RETURN TO MALTA MEMORIES

H.M.S. Caprice reached Malta early in September—21 years since she first visited the George Cross island.

By that time in 1945, Malta had triumphed, and H.M.S. Caprice, a veteran of 10 months of Russian and Atlantic convoys, was on her way to the Far East where she participated in the final months before VJ Day.

It was aboard Caprice, in December, 1945, that Admiral Hiroshi surrendered 5,000 Japanese.

The ship had been due to go back into reserve after her recent long refit in Rosyth Dockyard, but the transfer of H.M.S. Blackpool to the Royal New Zealand Navy in June this year, resulted in a reprieve.

She was recalled to complete the last nine months of H.M.S. Blackpool's commission, and then to remain operational.

SECOND WORK-UP

Virtually the entire ship's company of H.M.S. Blackpool transferred into Caprice under the command of Capt. D. D. Knight, R.N., and they completed their second Portland work-up within 15 months. After this there was leave, and now the ship is in sunnier climes.

Although her silhouette has changed a little with the years, H.M.S. Caprice still retains her basic destroyer lines, and the "iron deck" and the fo'c'sle break all add to that pleasant sensation of being destroyer men again.

With her three mountings, two 40/60's and a Seacat anti-aircraft mounting, "destroyer" is a fair name for her, too. She made a fine sight frisking along at full power at some 32 knots through the blue Mediterranean.

A TRIBUTE

It is a tribute to the ship's builders that Caprice had earned her first battle honours before a large proportion of the present ship's company were even the proverbial "twinkle."

Capt. Knight is handing her over to Cdr. C. T. Nicholl, R.N., in Malta, and after a spell in the Med. she will head east of Suez.



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LATEST FILMS FOR NAVY

St. Trinian 'riot'

Describing a comedy as a "riot" comes as near as possible to the truth when the players are those lively

lasses from St. Trinian's. In continuation of their special brand of humour, "The Great St. Trinian's

Train Robbery," has proved a winner, and is now among the latest releases announced by the Royal Naval Film Corporation.

The full list of releases is as follows:

STAGE COACH

20th Century-Fox.—Ann Margret, Red Buttons, Michael Conners, Bing Crosby.

(New version of the story used in John Ford's classic Western of the same name).

A MAN COULD GET KILLED

Rank Organisation.—James Garner, Melina Mercouri, Tony Francoisa.

(Spy adventure comedy, set in sunny Portugal, about an American banker mistaken for a Special Agent).

THE WRONG BOX

Columbia.—John Mills, Ralph Richardson, Michael Caine, Peter Cook, Dudley Moore.

(Farical comedy. The period is Victorian, and the plot revolves around a ton-tine—a form of lottery in which the survivor inherits the lot).

THE MOVING TARGET
Warner Pathe.—Paul Newman, Lauren Bacall, Julie Harris.

(Wise-cracking adventure thriller).

DO NOT DISTURB

20th Century-Fox.—Doris Day, Rod Taylor, Hermione Baddeley.

(Farical comedy of errors and matrimonial misunderstandings).

WHERE THE SPIES ARE
M.G.M.—David Niven, Francoise Dorleac, Nigel Davenport.

(Spy adventure in the Middle East).

THAT MAN IN ISTANBUL

Columbia.—Horst Bucholz, Sylva Koscina.

(Rapid-fire cloak-and-dagger crime adventure).

THE GREAT ST. TRINIAN'S TRAIN ROBBERY

British Lion.—Frankie Howerd, Dora Bryan.
(The girls of St. Trinian's continuing their mini-tunic adventures).

Striker home after 13 years

Destined for the breakers' yard after 21 years' service, the tank landing ship H.M.S. Striker arrived at Portsmouth on September 19 after operating abroad since 1953. New crews had been ferried out from time to time.

Striker's job in the Persian Gulf has been taken over by the assault ship, H.M.S. Fearless.

During her time abroad, Striker took part in the Suez and Kuwait crises, and since her present commission began in March has visited Mombasa, the Seychelles, Kuwait, Bahrain, Aden, Palermo, Malta and Gibraltar.

Her landing craft have been operated by the Third Assault Squadron of the Royal Marines. Commanding officer is Cdr. W. F. Charter, R.N.

Rear-Admiral Charles Hepworth Nicholson, who was A.D.C. to King George VI in 1944, died at Winchester, aged 74.

BEST COMMAND COOKS

H.M.S. Bellerophon, the Reserve ships group in Portsmouth Harbour, were winners of the Portsmouth Command Cookery Trophy, awarded to the best team from 17 establishments ranging from Poole (Dorset) to Ganges (Suffolk).

The Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) is seen presenting the trophy to C.P.O. Jock Stewart.

Second in the contest were H.M.S. Vernon, and third, H.M.S. Collingwood.



JUBILEE OF THE STAR AND GARTER

This year marks the golden jubilee of the Star and Garter home for disabled sailors, soldiers and airmen, and those responsible for running this "hotel hospital" aim to make the year a very special occasion.

Built at Richmond (Surrey) on the site of the old Star and Garter Hotel, famous since the time of Henry VIII, with money largely subscribed by the Women of the Empire whose special war memorial it is, the home has nine floors housing 200 patients and staff.

There are several open wards for those completely disabled, but the majority who get around in wheel chairs are in single rooms.

There is a large dining room, a spacious common room with facilities for concerts and a fine chapel. Television, radio, music club, cinema, library, table tennis, archery, billiards—all exist.

EXCELLENT FACILITIES

The home is an almost complete medical unit—with full facilities for vital modern physiotherapy—and excellent workshops to invite occupational therapy.

At the moment there are 32 patients who served in the Royal Navy and Royal Marines and Reserves.

The home is not part of the National Health Service, and must look for voluntary donations from the Services, and from a generous public, to try to close the ever-widening gap between known reliable income and daily expenditure.

tions from the Services, and from a generous public, to try to close the ever-widening gap between known reliable income and daily expenditure.

'HUNT' DESTROYERS FOR THE BREAKERS

Three Hunt class destroyers, Calpe, Exmoor, and Blackmore, which have been on loan to the Danish Navy since the Second World War, are unfit to be towed home.

The Ministry of Defence (Navy) is seeking tenders for the three ships to be broken up in Germany.

Berwick and Dido back

After 10 months east of Suez, the frigates H.M.S. Berwick and H.M.S. Dido sailed into Portsmouth on September 14.

Berwick was in the news during the oil watch off Beira, and especially regarding the tanker Manuela. Dido was involved in the ferrying of oil drums to Dar-es-Salaam.

Dido's wardroom had the atmosphere of an art exhibition on the way home. Lieut.-Cdr. John Webster, R.N., navigating officer, was so inspired by the ports visited that he painted 24 pictures.

"Do-it-yourself" to be curbed

The habit of do-it-yourself decorations is not easily broken after periods at home, and the enthusiasm is spreading in ships.

So much so that the Navy is worried lest the extent of the decoration, and the materials used, may well constitute a threat to a ship's ability to contain damage by fire and water.

In addition, unhappily, that homely or exotic "atmosphere" tends to render refitting more difficult, time consuming, and expensive.

Commanding officers are to take a close look at all existing do-it-yourself fittings, substitute fire-resisting material where desirable, ensure that fittings can be readily removed in the event of hostilities and that fire-fighting is not impeded.

In future, the only innovations permitted will be those considered essential to enhance the habitability of a mess.

CENTAUR GOES TO PLYMOUTH

Gales delayed for a week the departure from Portsmouth of the aircraft carrier Centaur. Eventually she left on September 9, and was towed to Plymouth to act as accommodation ship while aircraft carriers are being refitted.

ADMIRAL'S MOVE

Admiral Sir Laurence Durr-lacher, Deputy Chief of Naval Staff and Fifth Sea Lord from 1959 to 1962, is selling his country house, Green Walls, Hill Brow, Liss, near Petersfield (Hants). He is to live permanently in France.

Appointments

Rear-Admiral W. D. O. O'Brien has been appointed Commander Far East Fleet, to rate June, 1967, and to serve in the rank of Vice-Admiral, in succession to Admiral Sir Frank Twiss, who will receive a further appointment which will be announced later.

Promotions to flag rank have been announced for Capt. L. D. Empson, R.N., who is to become Flag Officer Aircraft Carriers in April next, and Capt. G. W. Gay, R.N., who will take up the appointment of Director-General Naval Training in January, 1967. Both these promotions are dated January 7, 1967.

Surg. Capt. S. Miles was promoted to Surg. Rear-Admiral, October 3, and appointed Medical Officer-in-Charge, R.N. Hospital, Plymouth, to date October 10, 1966.

Other recent appointments include the following:
Capt. I. S. McIntosh, Victorious in command, September 12, 1966.
Capt. B. D. O. McIntyre, Kent in command, March 10, 1967.
Capt. J. M. Townley, Malabar as S.N.O.W.I. in rank of Cdr.
Capt. A. R. B. Sturdee, Victory as C. of S. to C-in-C, Portsmouth.
Capt. P. A. Watson, Collingwood in command, May 10, 1967.
Capt. D. T. Goodhugh, Leander in command, March 9, 1967.
Capt. J. D. Hope, Manxman in command, October 21, 1966.
Capt. G. A. de G. Kitchin, Ajax in command, December 12, 1966.
Cdr. M. O. Taylor, Minerva in command, March 28, 1967.
Cdr. W. D. M. Staveley Zulu in

command, January 2, 1967.
Cdr. G. J. Sherman, Penelope in command, February 22, 1967.
Lieut.-Cdr. J. R. Nightingale, Repton in command, September 5, 1966.
Lieut.-Cdr. P. J. Mowery, Reclaim in command, October 11, 1966.
Lieut.-Cdr. W. S. Gueterbock, Aisne in command, September 5, 1966. (Acting rank of Cdr.)
Lieut.-Cdr. T. M. Bevan Decoy in command, September 14, 1966.
Lieut.-Cdr. P. A. Linkster, Duncan in command, October 20, 1966.
Lieut.-Cdr. J. W. Moore, Fulmar for 800 Squadron in command, October 28, 1966.
Lieut.-Cdr. R. D. McCulloch, Daedalus for 899 Squadron in command, January 2, 1967.
Lieut.-Cdr. D. P. R. Lermite, Coch-rane for Abdiel in command, March 13, 1967.
Lieut.-Cdr. G. W. G. Hunt, Heron for 766 Squadron in command, October 12, 1966.
Lieut.-Cdr. T. F. R. Crozier, Appleton in command, d.t.b.r.
Capt. G. O. W. Evans has been appointed Commodore, Royal Fleet Auxiliary Service, to date June 29, 1966.

IN MEMORY OF AGNES WESTON

A service of thanksgiving for the life of Dame Agnes Weston, founder of the Royal Sailors' Rests, will be held at St. Swithin's Church, Walcott, on November 28.

WORLD'S BIGGEST

The world's largest cruiser, the 17,000-ton U.S.N. Newport News, sailed from Spithead on September 9 for its home port, Norfolk, Virginia, after a four-day visit to Portsmouth.

E.M. (A.) Anthony Paul Dunn, aged 20, from Bridgend, shakes hands with the Queen Mother during her visit to H.M.S. Ark Royal. In the centre is Sub-Lieut. Graham Faulkner, of Wallasey.



The 'News' Diary Tot for a royal visitor

Queen Elizabeth the Queen Mother had a taste of rum when she went from her holiday home near Balmoral to visit H.M.S. Ark Royal off Aberdeen on September 20.

The Queen Mother launched the aircraft carrier in 1950, and has visited the ship during every commission.

In her tour on this occasion she was shown the supply department, where, to the

amusement of the accompanying party, she picked up a glass of rum and took a sip.

"It smells rather nice, but I don't like the taste," she said.

The Royal visit was marked by the unwelcome attentions of

a Soviet tug, which had to be warned to keep away.

The story of Ark Royal's fifth commission is told in the Book of the Commission, now published. Due to the foresight of the Welfare Committee, the whole cost has already been met, and all who served more than six months in the commission are entitled to a free copy. The postage, however, has to be paid by the recipients.

A special copy for the Queen Mother was presented to her by Master-at-Arms Walker.

Ex-Marine has the last word

When "Navy News" advertising and circulation representative John LeBrun went to a preview of the £50,000 Trafalgar scene at Madame Tussaud's, he thought he had caught them out.

He was shaken to his ex-Royal Marine core to find that in the Death of Nelson scene, not a Marine uniform was in sight.

"What about the sergeant of Marines, James Secker, who carried the admiral below?" he asked.

But the scene is taken from the famous painting by Devis, which does not show Secker as having remained after his part in the drama had been completed.

John, however, had the last word. "Of course," he said, "being a marine he would naturally get back to duty."

Sailing Master in hospital

A spell in Haslar Hospital came for Lieut.-Cdr. David Gay soon after the announcement of his appointment as Sailing Master of the Queen's racing yawl Bloodhound.

His back was injured when he fell heavily against a beam while Bloodhound was sailing off the Isle of Wight.

Lieut.-Cdr. Gay, who is 41, started sailing at the age of five at Christchurch. He joined the Royal Ocean Racing Club in 1965, and is now joint owner, with Lieut.-Cdr. James Stawell, of a modified Folkboat Rondetto—a yacht prominent in Junior Offshore Group events.



The Queen Mother tries the rum. Also in the picture are P.O.A. Bob Amson, P.O. Wtr. Edwin Rose and Cdr. Vincent.

Longest service as a cook?

Serving in H.M.S. Hermes is C.P.O. Cook Claude Bell, who has been catering for sailors for



C.P.O. Cook C. Bell

30 years and believes he may have the record for the longest service in this capacity.

Another man and his dog

The smiling picture below of Lieut.-Cdr. J. N. S. Anderton, commanding officer of 892 Naval Air Squadron, H.M.S. Hermes, was taken after a somewhat less amusing incident during the Farnborough Air Show.

It was Lieut.-Cdr. Anderton who, while leading the naval formation, had to take evasive action to avoid colliding with a light aircraft containing a farmer and his dog out for an afternoon flip.



Lieut.-Cdr. J. N. S. Anderton, with his dog sporting an 892 Squadron cap

BOMB MISSED ITS MARK!

Representatives of the arts who have served or had close associations with the Navy will be the guests at the Trafalgar Night dinner of the wardroom mess, Royal Naval Barracks, Portsmouth.

One who has had most regretfully to decline is actor James Robertson-Justice, who might have used the occasion to tell his war-time tale of the wardroom.

"I remember with some kind of awe," he recounts, "that I vacated a cabin there the day before a Nazi bomb went slap through the middle of it, a fact which gave rise to a certain amount of wishful thinking on the part of my so-called friends, some of whom resented the appetite of an elderly, but very junior officer, for such stocks of vintage port as were, at that time, left."

Supply Service training

A training centre was opened at Priddy's Hard on September 19, to be the focal point of the training organisation of the R.N. Supply and Transport Service, formed last year with the amalgamation of the Naval Store, Victualling, and Armament Supply departments.

The Service spends £200-million a year on stores, ranging from guided missiles and parts of aircraft, to soap and rum.



Chief Tremble (left) and Chief Allen

Wings for rating aircrew men

Two Fleet Air Arm maintenance chief petty officers have been awarded their wings as aircrew men—Barry Ronald Allen and Kenneth Oliver Tremble.

It is the first time since 1950 that wings for rating aircrew have been awarded at H.M.S. Daedalus, and is also unique in the fact that it is the first time that the F.A.A. has employed maintenance ratings in their trade capacity and as aircrew in communications aircraft.

Chief Tremble is flying as aircrew man in Flag Officer Naval Air Command's barge, and Chief Allen is employed in a similar capacity with the Flag Officer Naval Flying Training.

'Colonel' of the Royal Navy

The Royal Navy has a "colonel." Petty Officer Cyril Smith, now serving aboard H.M.S. Hermes.

In the days when sailors were forbidden to leave establishments in civvies, he was sta-



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ASHFORD 'MIRACLE' Hauled off the rocks

A BRANCH of the Royal Naval Association which, up to a short time ago, seemed to be heading for the rocks, has taken on a new lease of life.

The members of the Ashford (Kent) branch were considering paying off and laying up the branch Standard in the local church—and then, a miracle seemed to happen.

Each year the members have a week's coach tour, and this year they visited the West Country, visiting the St. Austell branch. During the evening's entertainment there—it is not quite clear how—it was decided that Ashford should have its own club.

Shortly after the return to Ashford the secretary called a special meeting, and announced that the branch could have its own club if the money could be raised. A deposit was paid and the balance was found in less than three weeks.

The building was taken over on September 1, and now all hands are busy painting and getting ready for the opening on October 15.

The Messdeck Dodger, in his report, praised Shipmate vice-president Don Murray for all the help he had given to make the club possible, and also the secretary, Shipmate Ernest Standen, who has almost lived in the club since the first day it became the property of the branch.

The new headquarters are

called the Willesborough Royal Naval Club, and the address is Osborne Road, Willesborough, Ashford, Kent.

Farewell to a shipmate

AN 85-year-old shipmate who held a record second to none for attendances at meetings, is mourned by Dagenham branch.

He was Shipmate Jack Pennells, whose name has often appeared in "Navy News." The branch was fully represented at his funeral, with the Standard, carried by Shipmate Macgowan. Among those present was Cdr. Guffick, the president of the local Sea Cadet Unit.

The Dagenham branch is now in its new headquarters at The Casa Club, Oxlow Lane, Dagenham, and meetings are held every Sunday morning.

Since the move the membership has increased and the branch has put on dances and socials which have been very successful, and there are more to come.

A large silver cup has turned up again after six years, and the Dagenham branch is open to challenges from any branch



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which fancies that it has better dart throwers. Shipmate J. Decort, 216 Valance Wood Road, Dagenham, will arrange dates on convenient Saturdays.

A great loss for Portland Branch

AS reported briefly in last month's issue, Shipmate Bernard Coleman, a vice-president of the Portland branch, died suddenly during a talent show at the Weymouth Pavilion Theatre.

He had been secretary of the branch for a number of years and one of its mainstays throughout the years, and his death is a great loss.

Shipmate Coleman joined the Royal Navy in 1928 and went to pension in 1952, becoming a member of the Admiralty Constabulary.

The day following the cremation, at which the Standards of the Portland and Weymouth branches of the Association, the Dorset ex-R.N. and R.M. Association, and the Submarine Old Comrades' Association were present, the ashes were scattered at sea.

As the vessel carrying the ashes moved across Portland harbour, the "still" was sounded from H.M.S. Pellew.

Served in a 'Holland' boat

THE ashes of Shipmate J. Bickerdike, a member of the Castleford and District branch, were scattered at sea from H.M.S. Artemis when she left North Shields on September 17.

Shipmate Bickerdike served in the "Holland 1," the first submarine commissioned in the Royal Navy.

Pensacola Reunion

A REUNION of former Fleet Air Arm and Royal Air Force personnel who served at Pensacola, Florida, during the war will be held in London on November 26.

The organiser is Mr. L. V. Armstrong, 47 Rutland Road, Wanstead, London, E.11.

HASLAR TRIBUTE TO JAMES LIND

On September 18 at the Royal Hospital Church of St. Luke, Haslar, the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) unveiled a memorial tablet to a man who was born 250 years ago, and who found a cure for scurvy—fruit juice.

The man was James Lind, M.D.—saluted as "The Father of Nautical Medicine"—who entered the Navy as a surgeon's mate in 1739, retired in 1748, and took his M.D. degree in Edinburgh.

In 1758 he became Physician-in-Charge at Haslar, a post which he held for the next 25 years.

The tablet was dedicated by the Chaplain of the Fleet, the Ven. Christopher Prior.

The R.N. and R.M. Physical Training Instructors' annual reunion will be held at the 10th Parachute Battalion Headquarters, White City, London, W.12, on November 5. Details from R. T. Savage, 98 Brocket Way, Chigwell, Essex.

No. 9 Area meeting at Grimsby

NO. 9 Area delegates, from all parts of the East Midlands, were met in the council chambers of Grimsby Town Hall by the Mayor (Ald. W. J. Molson).

He told them: "I am truly mindful of the debt we owe men of your calibre who went down to the sea in ships during the First and Second World Wars."

After the meeting, which was held in the council chamber, the Grimsby branch provided tea for the 100 delegates and guests, and this was followed by a dance in the evening.

The Naval Careers Officer at Lincoln provided a photographic display, with models of H.M. Ships Lincoln and Kent.

EX-SUBMARINERS SEE RESOLUTION

Members of various branches of the Submarine Old Comrades' Association were present in force at two notable launchings last month—H.M.S. Resolution at Barrow on September 15, and H.M.C.S. Okanagan at Chatham on September 17.

The large party at Barrow came from nine branches, and they were conducted to a special enclosure, where they had an excellent view of the proceedings.

In the party were some who had joined their first submarine at Barrow more than 50 years before, and all were impressed by the size of the new submarine.

Five branches were represented at Chatham, and after the launching they were introduced to the Flag Officer Submarines (Rear-Admiral I. L. M. McGeech).

EXETER TREBLES MEMBERSHIP

Exeter branch of the Submarine Old Comrades' Association has more than trebled its membership since it was founded in January, 1964.

The oldest member is now 86, and among the members are submariners who served from 1903 to the present time, including the commanding officer of submarine No. 1 (1903-05), First World War veterans, and others who have served in

Admiral of Fleet at R.M. Assn. church parade

When the Royal Marines Association held its annual church parade at Eastney Barracks on September 25—the first time it had been held outside London—Admiral of the Fleet Earl Mountbatten took the salute.

After the parade, Earl Mountbatten—Colonel Commandant of the Royal Marines—told those present "For 264 years in my family we have been brought up to think of the Marines as the finest Corps in the world."

When he was Chief of Combined Operations in the Second World War he tried to use as many Marines as he could in landing craft, and formed a commando for Dieppe.

Of the Marine battalions which were turned into commando units he said: "They were the spearhead of the fighting in the war from then on, in all invasions in Europe and in the Far East."

Earl Mountbatten referred to his part in the development of the commando ships—saying: "Commandos are always at the front." He went on: "The Marines have the highest esprit

de corps in the world, the highest rate of recruiting and the finest type of officers coming in. You old and bold can feel very proud of your successors."



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Glamorgan on trials

Soon to become the newest addition to the fleet, the guided-missile destroyer, H.M.S. Glamorgan, is pictured at speed off the River Tyne while undergoing final machinery trials.

Still wearing the Red Ensign, she was under the command of an Admiralty master, although the commanding officer designate, Capt. R. E. Roe, R.N., was on board.

The crew was provided by the shipbuilder, Vickers Ltd., and other contractors, but some of the ship's company, who are standing by at Newcastle-upon-Tyne, were able to sail with her to gain experience in controlling the machinery.



EAGLE'S THANKS TO POST OFFICE

Two members of the ship's company of H.M.S. Eagle, Leading Patrolman Westlake and Store Assistant Birkett, went to the British Forces Post Office, Mill Hill, London, to say "thank you" for the excellent services provided for the carrier and other ships in company, during the record-breaking patrol in the Mozambique Channel earlier this year.

The visit followed a letter written on behalf of Eagle's ship's company, expressing their appreciation.

The two "ambassadors" presented a photograph of H.M.S. Eagle and a replica of the ship's crest to Major A. V. Burge, R.E. (officer commanding the British Forces Post Office).

Afterwards they saw some of the quarter-million letters and packages that are handled every

week for the Navy throughout the world.

Of a staff of 300 Royal Engineers and W.R.A.C. postal workers, more than 50 deal with the actual sorting and dispatching of H.M. ships mail.

NAVAL TEAM

In addition, a small naval team is attached to B.F.P.O. Ships, to deal with the complicated task of diverting both air and sea mails to the correct port.

The ships branch, which is in charge of Lieut. K. Hopson-Hill, R.N., is busy with preparations to deal with the Christmas rush.

For ships in the Far East, this starts in the middle of October to reach recipients in good time for Christmas.

An example of how the best-laid plans can go astray was the Christmas parcel mails for H.M.S. Eagle last year.

RIGHT ON TIME

Sent on their way in several merchant ships for Hong Kong, it was then learned that Eagle had been hurriedly diverted to Mombasa.

Through the strenuous efforts of the Fleet Mail Officer, Singapore, and his staff, the mails were largely intercepted there, and flown by commercial aircraft to the Middle East, arriving on board Eagle right on time—Christmas Eve!

As always, the message for 1966 is once again
POST EARLY FOR CHRISTMAS

Two amateur skin divers who suffered attacks of the "bends" were treated in the decompression chamber at the Royal Naval Diving School, Devonport.



"Coo, this 'orrible beer. I'll be glad when I've had enough."

R.N.R. to rescue

While H.M.S. Warsash, the coastal minesweeper of Solent Division, R.N.R., commanded by Lieut.-Cdr. R. Joyner, R.N.R., the Corporation Harbour Master at Portsmouth, was taking part in the annual summer exercise, Rockhaul, she took part in an air-sea-rescue operation 10 miles off Gibraltar.

The Chinese Nationalist ship Polly had been in collision with the German ship Tiger in thick fog, and Warsash, lying alongside in Gibraltar, was ordered to sail the scene.

Despite the fog, Warsash arrived alongside Polly and found that she was being towed by the S.S. British Chancellor. Most members of the crew of Polly were in lifeboats, while the master and the remaining crew were tending the tow.

Warsash embarked the survivors from the lifeboats. When it became apparent that the Polly was sinking, she was abandoned by all except her master and then, he too, jumped overboard and was picked up. The Polly sank.

The Tiger limped unaided into Malaga.

Lieut.-Cdr. R. D. Joyner, R.N.R., presenting a photograph of H.M.S. Warsash to the master of the Polly.



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41 Wellington Street, London, W.C.2

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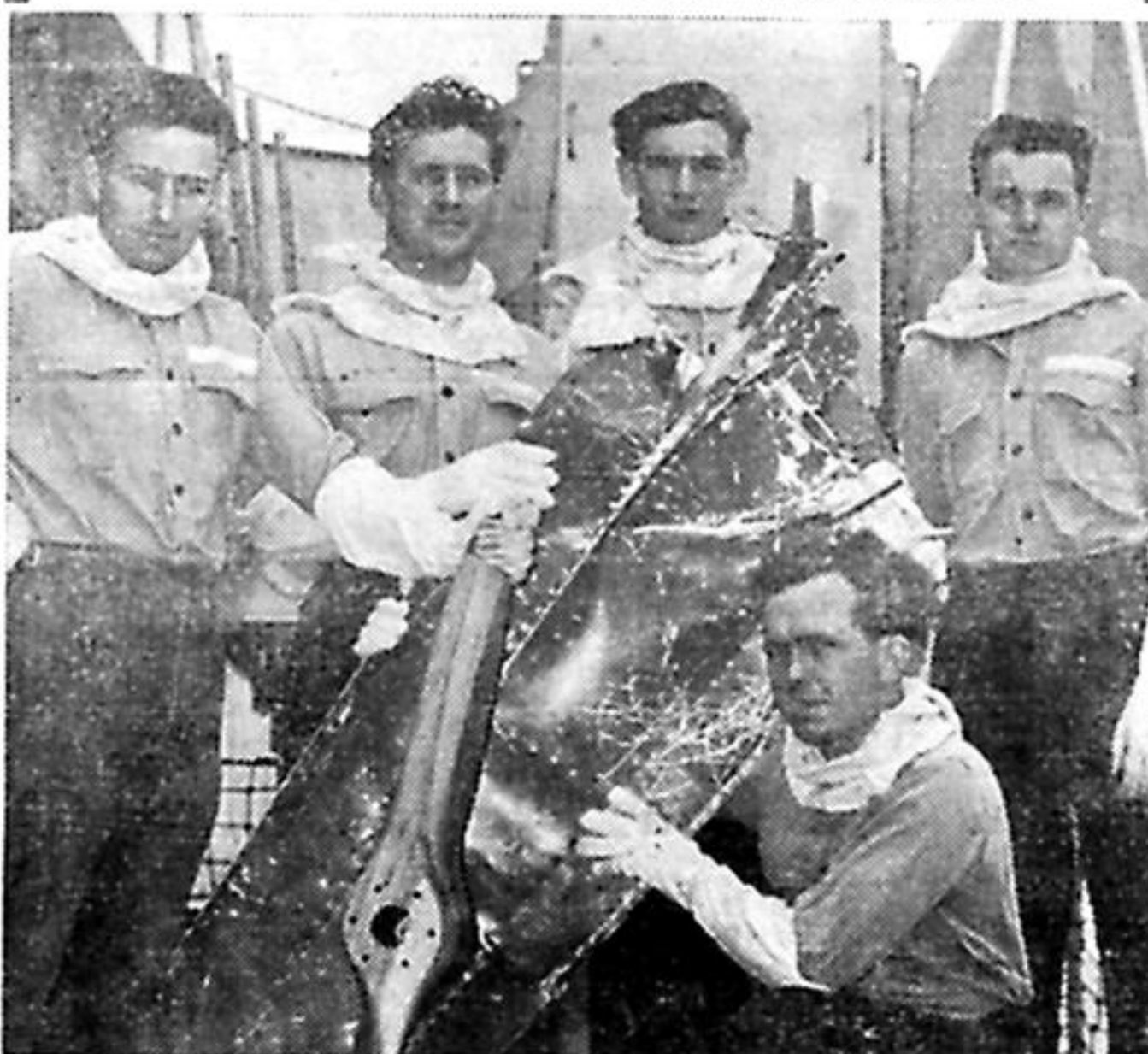
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Bang on!

Five sharpshooters of H.M.S. Hermes proudly display the wreckage of one of the target aircraft which they each shot down during recent trials of the Seacat surface-to-air guided missile system on board the Navy's newest and first all-missile aircraft carrier.



From left to right are Anthony Scriven (24), Rye, Sussex; Kenneth Burge (24), Ebbw Vale, Monmouthshire; Roger Sheasby (20), Long Itchington, Leamington Spa; Roy Marshall (20), London; and Frank Lynch (24), Creggan, Londonderry, N. Ireland (front). All are able seamen employed in H.M.S. Hermes on weapons maintenance and, in particular, as missile aimers.

SIX-MONTH SENTENCE ON LION OFFICER

Lieut. Jonathan Martin Lanyon (24), former supply officer (cash), of H.M.S. Lion, was jailed for six months and dismissed the Service by a court martial at Portsmouth on September 9.

The charges involved fraudulent misapplication of money, forgery, and failing to report a shortage.

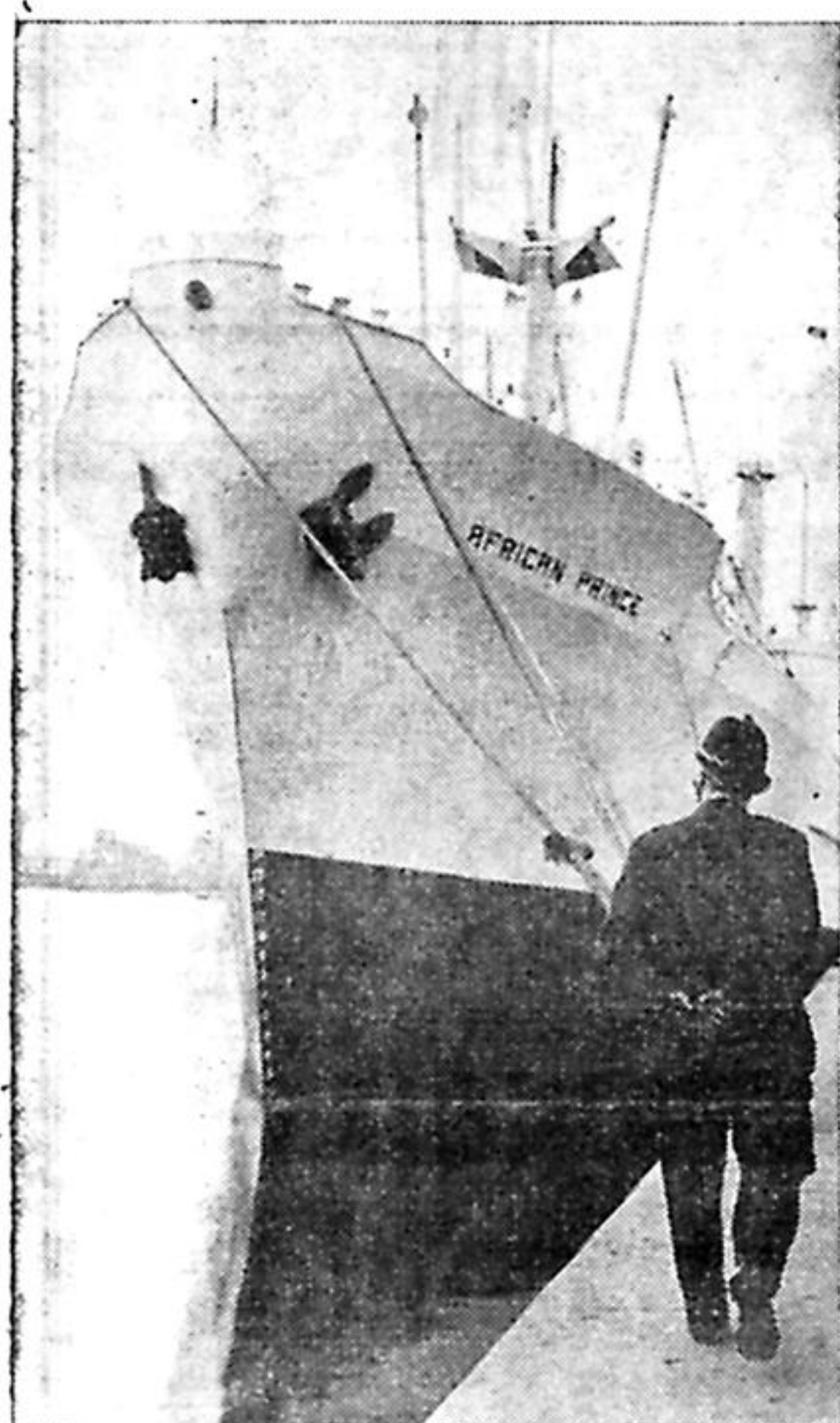
In his defence it was urged that no evidence had been brought to prove the prosecution claim that ship's money had been lost in gambling trips ashore in Lisbon and London.

At an earlier court martial, Lieut. Christopher Nicholas Copeman (29), also of H.M.S. Lion, was ordered to forfeit four years' seniority as a lieutenant, and to be severely reprimanded.

He pleaded guilty to misapplying £1,500 of public money in his possession, and to neglect to the prejudice of good order and naval discipline in that he failed to take reasonable steps to bring to justice Lieut. Lanyon, knowing he had fraudulently misapplied £2,000 of public money.

Lieut. Copeman denied fraudulently misapplying £2,000 of public money in his possession, and the prosecution offered no evidence on this charge.

For six days until October 9, the Japanese Navy is staging its biggest exercise since the Second World War, with 150 warships taking part.



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Orders worth millions

The Digital Systems Department of Ferranti Ltd., at Bracknell (Berkshire), has received an order worth several millions from the Ministry of Defence (Navy Department) to develop and supply training equipment in conjunction with the Admiralty Surface Weapons Establishment. This equipment includes five general-purpose computers.

EXPLOSION ABOARD SUBMARINE RORQUAL

A board of Inquiry was held at Durban to investigate the cause of the explosion on August 30 aboard the submarine Rorqual, in which two ratings lost their lives.

The two killed were Chief Mechanician Edward Sheppard (39), of Gosport, who died of loss of blood in Inhambane Hospital, and Leading Engineering Mechanic Alan P. Walker (22), of Dudley (Wores.).

The Ministry of Defence said that Rorqual left Durban on August 28 on her way to Mombasa and the Far East, and the explosion occurred in the early hours of August 30 while the submarine was travelling on the surface. No appreciable damage was caused to the vessel, which immediately went at top speed to Inhambane, Mozambique.

The explosion took place in the engine room when the oil separator disintegrated.

Lieut.-Cdr. Thomas Green, R.N., is commanding officer of Rorqual, which is scheduled to join the Seventh Submarine Squadron at Singapore.

Both the explosion victims were buried with full military honours at Inhambane, and later Rorqual left for Durban where Vice-Admiral J. M. D. Gray, Commander-in-Chief, South Atlantic, had ordered the Board of Inquiry.

Chief Sheppard was married, with three children, and lived at Gosport (Hants). L.M.E. Walker is unmarried.



Chief Edward Sheppard — a photograph taken before he was rated up from petty officer.

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- obtained a certificate in Institutional Housekeeping and Catering after a two-year full-time course at a college approved by the Institutional Management Association.

Training starts in January 1967 and will last for six months. Salary during training at the rate of £560-£585 per annum.

Substantive posts as Assistant Domestic Superintendent (salary scales range from £613-£746 to £778-£970), or Domestic Superintendent (salary scales range from £800-£959 to £1,120-£1,322) available on satisfactory completion of training. Superannuation scheme.

For further particulars and application form write to any Regional Hospital Board, or the Ministry of Health, R.S. (2) Division, Alexander Fleming House, Elephant and Castle, London, S.E.1, or, for Scottish posts, Scottish Home and Health Department, Room 102C, St. Andrew's House, Edinburgh, 1.

Closing date for applications 31st October, 1966.

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Nr. Southampton, Hants
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Manufacture and testing of electronic and electro-mechanical equipment for missiles and specialised test equipment.

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QUALIFICATIONS: O.N.C. or C. & G. Final Certificate or H.M. Forces equivalent such as R.A.F. Chief Technician, R.N. Artificer 3rd Class or above or Army S/Sgt. Foreman of Signals.

SALARY: Posts are in the TECHNICAL CLASS and starting salary is up to £1,009 according to age, with annual increments to £1,129. Good prospects of promotion and pension; or a gratuity if you leave after at least five years service.

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The Employment Manager, The Plessey Company Limited, Vicarage Lane, Ilford, Essex.

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NAVAL REVIEW, the 1966 edition. Published by the Sherwood & Arnold branch of the Royal Naval Association, P.O. for 2s. 6d. to Review Secretary, 89 Burford Road, Forest Fields, Nottingham.

WANTED, Negatives and Photographs of Royal Naval ships and F.A.A. aircraft. — B. J. Wilkinson, 20 Powell Street, Harrogate, Yorkshire.

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The frigate H.M.S. Zulu, on patrol in the Mozambique Channel, stopped the Liberian-registered tanker Arhina Livanos but allowed her to proceed after confirming that she was laden with fuel oil for local use in Beira.

In Memoriam

Peter John Garden, A.A. 1/c, L/FX 913908. H.M.S. Condor. Died August 4, 1966.
Walter McCready, P.O.E.I., P/M 941183. H.M.S. Tartar. Died August 13, 1966.
John George Bennett, Ch. Mech., P/KX 879544. H.M.S. Malabar. Died August 15, 1966.
John Frederick Andrews, E.M. 1/c, P/072202. H.M.S. Verulam. Died August 18, 1966.
Howard Morgan, R.E.M. 1/c, P/070535. H.M.S. Triumph. Died August 20, 1966.
Lieut.-Cdr. Christopher Maitland Stocken, R.N. H.M.S. Drake. Died August 23, 1966.
Robert Ivan Robinson, Art. App. 084905. H.M.S. Collingwood. Died August 24, 1966.
Roger Frank Smith, A/Ck., D/097667. H.M.S. Raleigh. Died August 26, 1966.
Edward William Sheppard, Ch. Mech., P/KX 724974. H.M.S. Rorqual. Died August 30, 1966.
Peter Walker, L.E.M., P/050375. H.M.S. Rorqual. Died August 30, 1966.
Trevor Knox, N.A.M. 1/c, L/069989. H.M.S. Eagle. Died September 3, 1966.
Terence Padgett, L.Std., P/L 934144. H.M.S. Amphion. Died September 5, 1966.
Rex Leo Wilson Robinson, A.B., P/076539. H.M.S. Iveston. Died September 7, 1966.
Lieut.-Cdr. Ralph Cudworth, R.N. H.M.S. Dolphin. Died September 9, 1966.
Lieut. Douglas Alfred James Smith, R.N. H.M.S. Seahawk. Died September 9, 1966.
Sub. Lieut. Derek Clark Breen, R.N. H.M.S. Heron. Died September 14, 1966.
Act. Sub. Lieut. Robert Warren Coomber, R.N. H.M.S. Thunderer. Died September 14, 1966.
Act. Sub. Lieut. David Charles Lethbridge Dicker, R.N. H.M.S. Thunderer. Died September 14, 1966.

ON CHARTER

The merchant vessel Funabashi, which as reported in the September issue of "Navy News" was involved in collision in the Malacca Straits, is owned by the World Wide Shipping Company, and at the time was chartered to a Japanese company.

During September two new ships were launched for the Royal Fleet Auxiliary.

The sound of pipes and drums coming from H.M.S. Simbang, in Singapore, does not mean the naval establishment has been taken over by a Highland regiment. 42 Commando, Royal Marines, have re-formed their pipe band, the only such band to be found anywhere in the Corps.

The band, which was re-started when the Commando returned to Singapore in

THE ONLY R.M. PIPE BAND

May after a spell of duty in East Malaysia, consists entirely of volunteers. Most of the practising is done in off-duty hours, including Sundays.

The kilts volunteers assembled their uniforms from many sources. Spats were donated by the Argyll and Sutherland High-

landers, Gurkhas gave the socks, belts and straps came from the pipe band at R.A.F. Seletar, and they wear their own white uniform shirts and dark berets.

The smart kilts were converted from lightweight blankets!

The band is trained by C./Sgt. Aubrey Bassett.



PROBE INTO TRAINING TANK DEATHS

Two fatalities within two weeks at the submarine escape training tank, H.M.S. Dolphin, Gosport, have been under investigation.

On September 9 Lieut.-Cdr. Ralph Cudworth, R.N., Deputy

WHERE TO SEE NAVY TEAM

The Royal Navy Presentation Team, which is touring the country with its "Know your Navy" dramatised lecture show, will be visiting the following towns between now and December.

October. — Crosby (7th), Lancaster (10th), Bolton (12th), Preston (13th), Huddersfield (15th), Doncaster (17th), Grimsby (18th), Hull (20th), Scunthorpe (21st), Middlesbrough (24th), The Hartlepool (25th), Gateshead (27th), Durham (28th).

November. — Aberdeen (1st), Stirling (2nd), Perth (4th), Glasgow (7th), Lowestoft (14th), Cambridge (15th), Bedford (17th), Peterborough (18th), Maidstone (21st), Folkestone (23rd), Tunbridge Wells (24th), Hastings (25th), Leamington (28th), Oxford (30th).

December. — Cheltenham (1st), Swindon (2nd), Swansea (5th), Cardiff (6th), Bath (8th), and Taunton (9th).

Command Escape Officer, was instructing a trainee to make his ascent from 100 ft., using the hood inflation suit system.

With this system, instructor and trainee are both in the escape chamber, although in separate compartments, at the bottom of the tank. Only the trainee uses the hood.

The trainee made a perfectly normal and satisfactory ascent. It was while the officer was draining down the escape chamber that he collapsed and subsequently died.

A spokesman for Flag Officer Submarines said that the tragic death was in no way attributable to the escape equipment or technique which was practised.

SECOND TRAGEDY

On September 21, personnel at Dolphin were shocked to learn of the second tragedy.

M.E. Michael Alsop was carrying out the simplest form of escape from 30 ft., wearing a life jacket, nose-clip and goggles, and collapsed on reaching the landing platform.

He was taken to the recompression chamber, but died despite artificial respiration.

An official statement was issued emphasising that the two accidents were entirely unrelated. Until they happened, thousands of training escapes had been safely made. M.E. Alsop was wearing no hood, but the normal equipment for an ascent from that depth.

Lieut.-Cdr. Cudworth, who was 39, leaves a widow and two children. He lived at Portsmouth.

The Minister of Defence (Royal Navy), Mr. J. P. W. Mallalieu, visited the Far East, including Hong Kong, Malaysia, and Singapore, from September 26 to October 8.



Lieut.-Cdr. C. Stocken, R.N.

Second loss on expedition

A second tragedy befell the Royal Navy's East Greenland expedition, and resulted in the death of its leader, Lieut.-Cdr. Chris Stocken, father of three young children.

Earlier, C.P.O. Peter Garden, fell into a deep crevasse and was killed instantly.

Then Lieut.-Cdr. Stocken, who was 44, was killed by a falling boulder.

He joined the Navy at Dartmouth in 1935, and had a Mention in Despatches while naval liaison officer with Yugoslav partisans during the Second World War. He was awarded the D.S.C. during the Palestine troubles.

RESCUE HELP

The frigate, H.M.S. Loch Fada, was one of the ships of four nations which combined in a rescue operation in the South China Sea to save the crew of the grounded British cargo vessel August Moon.

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NEW PASSPORT RULES

For some years now, Ministry of Labour employment exchanges have been issuing British Visitors Passports (BVPs)—a simplified form of passport costing 7s. 6d., valid for a year, and accepted in most European countries.

They became quite popular with naval personnel, particularly those bound for Gibraltar, and exchanges at naval ports have frequently had "shipping orders" for large numbers.

Until March of this year, no proof of identification was

needed. Now each applicant has to produce one of these documents—National Health medical card, birth certificate, or retirement pension book. A sailor's identity card is not sufficient. For a wife to be included in her husband's BVP, she must attend at the issuing office with him.

NAVY SWIMMER FOR 7th YEAR

One of the Navy's most consistent swimmers, 25-year-old Shpt. Ron Braund, has made a remarkable recovery after being in hospital for three months of this year.

He came out of hospital after an operation in May last, and went into training at H.M.S. Caledonia, Rosyth, where he is serving as a divisional chief petty officer and instructor. His coach was P.O. John Edmonds.

His immediate success was the winning of the 200 yards breaststroke and 100 yards butterfly events in the Inter-Command Swimming Championships at H.M.S. Ganges at the end of July. These results clinched his selection for the Navy team

SPORTSMAN OF THE MONTH

for the seventh time in eight years.

Shpt. Braund was born in August, 1941, at Cottingham, Hull. He went to school in Gillingham, Kent, and joined the Navy as an apprentice at H.M.S. Fiskard.

He began serious swimming in August, 1958, under C.P.O. Ken Ogden, who also coached the Scottish swimmer, Christine Harris, who became Mrs. Braund in 1962.

Christine, who represented Scotland at 13, took part in the Cardiff Empire Games in

1958, and swam for Britain in 1959, 1960, and in the 1960 Olympics. She held the Scottish 100 and 110 yards freestyle record for six years, and still retains the 100 yards record.

Shpt. Braund has represented his Command every year from 1958, except for the 1964 season when he was serving in H.M.S. Centaur. Additionally he has represented the Navy since 1959, except for the period in Centaur.

During the 1964 season he represented the Navy in the Far East Inter-Service championships at Singapore, and the Combined Services from 1960 to 1963 and again in 1965.

A record he still holds is for the 200 yards breaststroke, which he set up in



Shpt. Ron Braund

1960 in a time of 2 min. 33.2 sec. He also held the 200 yards breaststroke and 100 yards butterfly events in the Navy championships in 1960, '62, '63, '64 and '66.

This young man, whose record of sustained swimming enthusiasm is truly impressive, has also represented the Scottish Eastern and Southern Counties in the 220 yards breaststroke.

In the same event he took part in the Scottish National championships in 1960, '61, '62, and '66, winning this event in 1962. He was also in a Scotland Select team in 1962 and '63 against the Royal Air Force and the English Northern Counties, also in the 220 yards breaststroke.

boats pulled well through the fleet, two notable ones being Lieut. Tony Brewster (crew Ch. Wren Ellis) and C.E.A.(A.) "Mike" Watts (crew App. Lister).

Lieut. Brewster challenged Mullender on the last leg, but was held off. Sgt. G. Falconer (R.M.P. Chichester) and Lieut. A. Johnstone (H.M.S. Sultan) finished third and fourth.

On the second day, north-east winds, force 3-4, prevailed and again 54 boats lined up for the start. Mullender soon established a lead which was not seriously challenged.

Second in this race was Major Law, from Bordon, and third was Lieut. Brewster, only one second ahead of P. Gibbard, representing Bossoms Boatyard, the original Bosun manufacturers.

FOUL SPRING TIDE

After a lunch at sea, the third race took place in much stronger winds and a really foul spring tide. There were 46 starters and they split into three groups.

One sailed along the Haslar Wall, the second standing out into the tide and the third, the indecisive group, tacking frequently and taking 45 minutes to clear the starting line.

Mullender, with his very short tacking along the shore, once again built up a lead which he retained up to the last leg. Cdr. Norman Fitzgerald (crew Sub. Lieut. Procter) was laying second at the windward mark and he caught Mullender on the last leg, and with some excellent covering finished in first place.

Third place went to P.O. Charles Robinson (H.M.S. Albion) and fourth was C.E.A.(A.) Watts (H.M.S. Daedalus).

The Cobourn Cup and prizes were presented by Mrs. Wykeham Martin, wife of the chairman of the Hornet Naval Yacht Centre, the cup going to P.O. Mullender, second overall to Lieut. Brewster and third overall to Cdr. Fitzgerald.

Of the nine civilian entries special mention must be made of Mr. Grosvenor Clarke, of Birmingham, sailing the oldest Bosun in the fleet. At 76 he was the oldest competitor.

ROYALS LOSE GENERAL'S CUP AFTER TEN YEARS

THE Royal Marines, who had held the General's Challenge Cup for the past ten years, relinquished it to the Parachute Regiment on September 7 when Capt. Mike Edwards won the 560-yard race at Eastney.

Capt. Edwards, a finalist in the 200 metres at the 1958 Empire Games in Cardiff, "volunteered" to come out of retirement for the race.

He completed the course in 7 min. 59 sec., one of the fastest times ever recorded, and he was followed, only six seconds

behind, by Sgt. Jeremy Fox, the British and Army pentathlon champion.

Third was L./Cpl. Barry Lillywhite in 8 min. 31 sec. J./Tpr. W. Cooper was fourth, Lieut. A. Lundie fifth and the first Royal Marine home was Lieut. R. Simpson who was sixth.

NAVY AND POMPEY Success of soccer trial match

The traditional annual soccer match between the Navy and Portsmouth Football Club was replaced this year by 15 Navy men and seven Pompey men being combined into two teams.

Lieut.-Cdr. John Ennis, the secretary to the Royal Navy Football Association explained that as Portsmouth had only their first team, the annual match had become too one-sided. Last year the Navy lost 9-0, and a combined affair seemed a better proposition, and one which enabled the selectors to judge the quality of the Navy men when playing with, and against, professional footballers.

Lieut.-Cdr. Ennis said that the match was a great success. "I'm sure our players benefited greatly." He also said that he was happier about the position at this time of the season than he had been for some years.

"We are in the happy position," he said, "of asking ourselves, Who can we leave out?"

The Royal Navy is the holder of the Inter-Service Championship and Lieut.-Cdr. Ennis seemed sanguine about the chances of retaining the trophy.

Several established Navy players missed the trial because of their duties, but there were several promising newcomers.

For the record the match was a draw—two all—Blandford and Procter scoring for the Reds and McCann scoring twice for the Blues.

Blue.—Spisbury (Sultan); Pack (Pompey); Smith (File); Coates (Excellent), second half, Gibson (Ex-

cellent), Higgins (TCRM), Malcolmson (Daedalus); Brauer (Collingwood), Vamplew (Fulmar), Muller-Cooper (R.N.S.P.T.), McCann (Pompey), Trevis (Pompey).

Red.—Armstrong (Pompey); West (Orion); Tindall (Pompey); Neave (Pompey); Reid (Pompey); Wilson (Raleigh); Ashcroft (Barossa), second half, Lewis (Daedalus), Shelton (Scarboro), Procter (Pembroke), Anderson (45 Cmdo), Blandford (R.N.S.P.T.).

NOT OUTCLASSED

In their first serious preparation for the coming season the Royal Navy side played Sussex at Horsham on September 27.

Although the Navy lost by three goals to nil, Lieut.-Cdr. Ennis said: "It was a useful match and Sussex were a good side, but they failed to outclass us. We played very well but our finishing let us down."

Sussex scored in the 15th minute and just before half time they got a second.

In the second half there seemed to be greater confidence in the Navy side, but Sussex got a third goal from a penalty.

Royal Navy.—D. Lewis (H.M.S. Daedalus); A. Higgins (R.M.), G. Smith (H.M.S. File); J. Coates (H.M.S. Excellent); B. Crawford (R.N.S.P.T.), D. Godwin (H.M.S. Devonshire); R. Wilkinson (H.M.S. Devonshire); A. Procter (H.M.S. Pembroke); L. Shelton (H.M.S. Scarborough); S. Moss (H.M.S. Blake).

H.M.S. Alliance has joined the First Submarine Squadron at Gosport, after a 12-month refit in Devonport Dockyard.

Record entry for Bosun championships

The Bosun class open championships, organised by the recently formed H.M.S. Daedalus Dinghy Sailing Club, attracted 56 entries from both service and civilian clubs, when the event was sailed off Southsea on September 17 and 18.

The weather conditions were almost perfect and the number was the largest so far recorded of the Navy's new fibreglass racing dinghy.

Joint secretaries for the event were C.E.A.(A.) G. B. Dyer and E.A.(A.) P. Sims, both of Daedalus, and the race committee, Mr. J. Pallot, Mr. G. J. Dean and Lieut.-Cdr. M. Fairbanks, controlled the races on

Spit Sand from the Naval Air Command yacht Merlin.

The first day's racing was in light variable airs, with 54 boats coming to the line at the start. They remained closely bunched almost to the windward mark (an R.N.S.A. 14-ft. dinghy) where P.O. Roy Mullender (crew Mr. J. Wright) established a lead.

On the second leg several

Ganges' hopes in Milocarian Inter-Schools competition

Athletes at H.M.S. Ganges, the Royal Navy's junior training establishment at Shotley Gate, have high hopes of finishing well in the inter-school Milocarian Memorial Competition.

The competition was established in 1946 as a tribute to members of the Milocarian Athletic Club (formed by officers in the Services) who lost their lives in action. All schools in the United Kingdom are eligible, as well as overseas schools for children of British Service men.

The value of the competition was readily appreciated by H.M.S. Ganges, and entries were submitted to compete with those from such well-known schools as Gresham's, Dr. Challoner's, Hurstpierpoint, and Lancing.

Since 1962 the Ganges entries have moved up to ninth place (being then only 5.9 points behind the winners at 38.4), and as yet the 1966 results have not been published.

However, comparing records of previous years with current Ganges achievements, there seems every hope of getting into the first four places.

Internal competitions at Ganges indicates an improved standard in athletics, ensuring a steady flow of potential Royal Navy champions.



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Navy out for hockey honours this year

The story of Navy hockey since the thirties is happy, but singularly unsuccessful. A good fixture list has been built up by good manners rather than good results. Few players of class have emerged from the ranks of the Senior Service's hockey XI to make their mark at the highest level.

But now is the time to look to victory.

Since 1961, when the Navy fluked the first win over the Army for 30 years, the standard of play in the Navy has risen steadily.

The 1962/63 season saw a strong side assembled, which produced the best results for years. They were favourites for the Services title, yet crashed to better technique and teamwork.

But 1963/64 is best forgotten. It was a disastrous season.

FIRST DOUBLE

The 1964/65 season continued the trend of two years before, and a team was built up which equalled that successful season for results, and gained the first ever double over Oxbridge.

The secret was teamwork, but this was not enough when pitted against the superior skills of the other less travelled opponents in the Services matches.

Last season the upward trend continued at a greater pace and for once the Navy team found that they were more skilled at

the basic arts than most of their opponents, and this, allied to excellent team spirit, produced a series of hitherto unheard-of results.

The defeats of top clubs, Old Kingstonians (first time ever), Surbiton (easily), Brooklands, London University and the double over the Western Counties, made encouraging reading and augured well for the Inter-Services.

Unfortunately, a tragic injury to C.P.O. Joe Binks, who had been playing particularly well, put him out of action for the Services Tournament and unbalanced the defence. No adequate replacement could be found and the XI drew with the Army (3-3) and lost to the R.A.F. (1-2).

ENTHUSIASM

The season ahead is difficult to forecast. Lieut. Simon Cook, an England trialist, who has captained the last two Navy XIs, is still available. Ranged alongside him are C.P.O. Joe Binks,



Lieut. Simon Cook, R.N., captain for 1964-65, 1965-66 seasons

Surg. Lieut. Des Little, Lieut. Nigel Goodwin and Sub. Lieut. Bruce Trentham.

Gaps have been left at back and forward, with the departure of both of last year's backs and three of last year's forwards.

However, under the chairmanship of Cdr. Roger Midgley, the tremendous enthusiasm for the game in the Royal Navy, allied to the increased skill of the individuals, suggest that the Senior Service will be looking for one thing this season—the Inter-Services Crown.

cognition as the only European to play for Singapore State versus India in 1964.

Lieut.-Cdr. Middleton has played for Nore, Portsmouth, and Air Commands, Dorset and Suffolk Counties, and captained the U.K. Combined Services teams versus Malaya in Hong Kong.

Aimed at the unit player, visits have already been made to R.M. Deal, Chatham, and H.M.S. Ganges, Scotland will be visited early this month, and at the end of the month the team will visit Devonport.

R.M. hikers will try again

ROYAL Marines Peter Baker and Alan Piner set off on September 17 in an endeavour to break the 100-mile hike world record, set up by two United States Marines in 1962. The record stands at 24 hours, 58 minutes, and the two Royal Marines had hoped to walk the 100 miles within 23 hours.

Severe leg cramp compelled Baker to retire after 46 miles, but Piner carried on to Sandhurst, the 50-mile point.

At that stage he was an hour-and-a-quarter ahead of schedule, but decided that he was not in good enough condition to complete the hike, and gave up the attempt.

The two marchers said: "This is not the last you will hear from us. We set our sights too high before we were ready. We shall have another attempt after a longer period of training."

Hockey coaching team visits

IN order to encourage youngsters to better their hockey, to find and build up the potential Navy hockey players of the future, a coaching team comprised of Lieut.-Cdr. B. W. C. Middleton, R.N., and C.P.O. J. W. Binks, has been formed.

C.P.O. Binks is a current Navy player. He has played for the Combined Services, and gained international re-

WON PLACES IN THE WELSH GAMES



Wren A.M. V. Lacey

An engaged couple from R.N. Air Station, Brawdy R.E.M.(A.) Lawrence Bovell, who hails from Guyana, and Wren A.M. Valerie Mary Lacey, who comes from Rochdale, both won places in the 8th Welsh Games at Cardiff on September 10.

B.E.M. Bovell came third in the 440 yards. His personal best time for the distance is 40.9 sec., but he did not achieve this in the Games.

Wren Lacey took second place in the discus event with a throw of 103 ft. Her best throw is 112 ft. 1 in., and she is the Ladies' Naval Champion in the event.

The couple met at Brawdy 16 months ago, and work in the same department. They have been engaged four months, and plans are being made for a Rochdale marriage in December.



R.E.M.(A.) L. Bovell

SPORTING ROUND-UP

'Round the Island' running race

ABOUT 100 from H.M.S. Excellent took part in the two-and-a-half-mile race round Whale Island on September 27 to find the unit's team for the inter-establishment cross-country event.

The team trophy went to the Ratings' Training Group, but the individual event was won by Sub-Lieut. M. P. Sauvage in 13 min. 39 sec.—only 13 seconds outside the record.

Second home was A.B. F. Pearce, one-and-a-half minutes behind the winner, and third was L.N.A. R. Podson.

Navy in London to Brighton race

THE Royal Navy Athletic Club (South) entered a team of three runners in the London to Brighton road race, finishing fifth in the open team race.

The team was P.O. Wtr. Wright (Victory), E.R.A. Clark (Maidstone) and Sub-Lieut. Eaden (Thunderer), who was making his first attempt at this double marathon.

All three runners remained together for the first 30 miles and, when it was clear that all would make Brighton, the team made a break for the finish.

Wright was 28th in 6 hr. 45 min. 12 sec. Clark was 32nd in 6 hr. 58 min. 32 sec. and Eaden 42nd in 7 hr. 24 min. 18 sec.

Wright and Clark qualified for Second Class medals.

Sub-Lieut. Eaden was the fifth Royal Navy runner on record to complete this course.

Toughest race in the world

CHIEF PETTY OFFICER Chambers and Petty Officer Air Fitter Mercer, of H.M.S. Condor, recently took part in what is reputed to be one of the toughest races in the world, from the centre of Fort William to the summit of Ben Nevis and back. This is a total distance of 14 miles and a climb from sea level to 4,418 feet.

Competitors come from all over the country for the event and this year 130 runners lined up for the start.

Chief Chambers finished 59th in a time of 2 hr. 16 min., and Petty Officer Mercer 87th in 2 hr. 28 min.

All competitors who finish inside three and a half hours receive an illuminated certificate to record their success.

It is worth noting that the recommended "tourist time"—for the same route is seven to eight hours.

Because of his expanding organisation, the Royal Navy Sports Officer (Lieut.-Cdr. D. D. Howson, R.N.) has moved into an office in the Gymnasium Block in the Naval Barracks, Portsmouth. His new telephone number is Portsmouth 22351, extension 72534.

Instructor is top glider at first attempt

INST. LIEUT. R. J. Hale, of H.M.S. Condor, won League 2 of the Junior Inter-Service Championships held at R.A.F. Bicester from August 20-29.

This was the first competition in which Lieut. Hale had flown and he was competing against pilots with more experience who had flown in several competitions before. Nevertheless, after eight days of races and distance flights, he finished with a total of 5,471 points, 926 points in front of everyone else.

These championships are an annual event between the three Services and are classed as Junior because the top 10 pilots drop out to let less experienced pilots try their paces. There were 45 competitors in this competition divided into two leagues: League 1 for the sailplanes with very high gliding performance, and League 2 for sailplanes with a slightly inferior glide ratio.

Lieut. Hale has done most of

his gliding with the Condor Gliding Club at H.M.S. Condor. He is secretary and officer-in-charge of the Gliding Club and holds a full instructor's rating as well as a private pilot's licence.

Presentations to medal winners

C.E.R.A. Anthony Clark, the gold medal winner in the pistol shoot at the Commonwealth Games at Kingston, Jamaica, and P.O. Wren Deirdre Watkinson, who won the silver medal in the 440 yard women's event, were welcomed by the Mayor of Gosport (Councillor H. W. Cooley) in the Council Chamber on September 12.

The Mayor presented C.E.R.A. Clark with an inscribed silver salver, and P.O. Wren Watkinson with an inscribed silver compact.

The bucket and glass are not for sale

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